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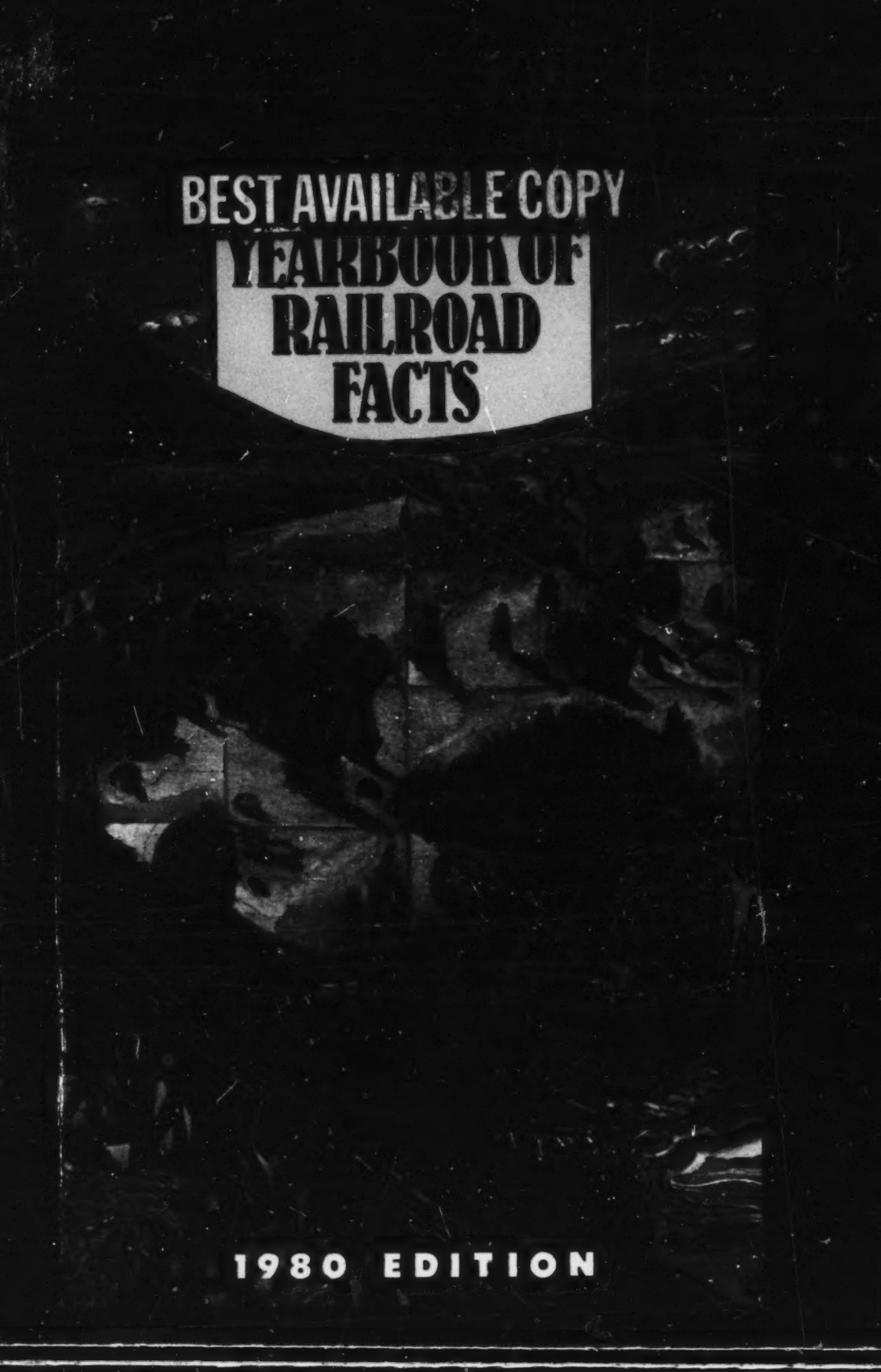
YEARBOOK OF RAILROAD FACTS



1980 EDITION

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Contents

	Page
Preface	2
Review and Outlook	3-8
Statistical Highlights	9
Financial Results:	
Condensed income account	10
Revenues and expenses	11-16
Taxes	17-18
Net earnings and rate of return	19-22
Net working capital	23
Equipment obligations	24
Traffic:	
Freight	25-29
Passenger	30-32
Traffic averages	33-35
Intercity traffic distribution	36
Train-miles and car-miles	37-38
Operating averages	39-45
Plant and Equipment:	
Mileage	46-47
Locomotives	48
Freight cars	49-51
Passenger-train cars	52
New equipment	53
New rail and crossties	54
Investment	55
Capital expenditures	56
Employment and Wages	57-59
Price and Wage Indexes	60
Fuel consumption and costs	61
Amtrak Statistics	62
Index to Yearbook	63-65

Preface

The 1980 YEARBOOK OF RAILROAD FACTS presents a summary of railroad operations in 1979 and prior years for the United States as a whole and for the three regional districts to which railroads are assigned for statistical purposes.

Due to extensive revisions in the Interstate Commerce Commission's Uniform System of Accounts (U.S.O.A.) in 1978, not all data for the past two years are available on a basis comparable to prior years. Explanatory footnotes have been added to those tables significantly affected by revised accounting procedures.

Some of the financial data for 1979 should be considered as preliminary due to the fact that compilation of the 1979 annual reports (R-1) had not been completed at the time this edition went to press.

Except as noted, the figures deal with Class I line-haul railroads excluding statistics of the National Railroad Passenger Corporation (Amtrak) and are based on the consist of Class I roads for each respective year.

Prior to January 1, 1956, Class I railroads consisted of those with annual operating revenues above $1,000,000. Effective January 1, 1956, railroads were reclassified so that Class I railroads were those having annual operating revenues of $3,000,000 or more. The base for Class I railroads was raised further to $5,000,000 effective January 1, 1965, to $10,000,000 effective January 1, 1976 and to $50,000,000 effective January 1, 1978.

Prior to 1978, these differences in classification have no significant effect on the comparability of the statistics from year to year. The more substantial changes in the Class I consist in 1978 eliminated 14 railroads. In 1977, these companies represented 1.3 percent of traffic, 1.4 percent of rail employees and 8.6 percent of net income of all Class I railroads. These differences should be considered in comparing 1978 and 1979 with earlier years.

Excluding Amtrak, there were 41 reporting Class I line-haul railroads in 1979, four of which were included in system reports. These operating companies represent about 98 percent of the railroad industry in terms of traffic, operate 94 percent of rail mileage and account for 92 percent of the workers employed by all railroad companies.

Review and Outlook

Record traffic levels and increased earnings were among the highlights of the American railroad industry in 1979.

Many of the traffic gains emanated from increases in coal, grain and piggyback traffic.

Coal loadings were up 18.7 percent—a gain of almost 827,000 cars over 1978, which saw a prolonged United Mine Workers' strike. Grain loadings were up 6.6 percent, a gain of some 88,000 cars.

Piggyback continued its upward trend, setting records for the third straight year, and remaining second only to coal as a source of railroad traffic.

At the same time, overall freight traffic grew to 914 billion ton-miles, a 6.5 percent increase over the previous record set in 1978.

Freight carloadings also increased in 1979, reaching the highest level in five years.

Earnings also improved over the previous year almost from the beginning of 1979, as ordinary income rose from a deficit of $255 million in the first quarter of 1978 to a plus-side figure of $16 million for the first quarter of 1979.

That pattern continued generally throughout the year, with the industry recording 1979 ordinary income of $813.9 million, compared with $306.8 million in 1978.

Net railway operating income also posted a substantial gain —from $427.5 million in 1978 to $794.4 million in 1979. Rate of return on net investment rose above 2 percent for the first time in five years, although it remained at a substandard level of only 2.68 percent.

Operating expenses rose from $21.0 billion in 1978 to $24.5 billion in 1979. Fuel costs played a large role, increasing by 100 percent during 1979. Costs for fuel and power for locomotives rose to 9.4 percent of operating revenues in 1979, up from 7.2 per cent the previous year

In the legislative arena, key committees in both the Senate and House continued to move forward with legislation aimed at relieving the railroads of some of the oppressive regulation that has been a constraining factor for almost a century.

In a related area, the Interstate Commerce Commission (ICC) eliminated regulation over rail transportation of fresh fruits and vegetables. Consequently, railroad produce traffic increased by 14 percent over 1978, reversing a 25-year decline.

The Commission also refined its handling of rate cases during the year and permitted further reductions in uneconomic branch line operations. It appears that regulatory reform will continue in 1980 and that the Commission will play a reduced role in regulating the nation's railroads.

Capital and Maintenance Expenditures

The railroad industry in 1979 continued its pattern of recent years by setting another record for capital outlays.

Capital expenditures for the year totaled $3.3 billion, 21.4 percent over the previous record set in 1978

Of the $3.3 billion, almost $2.3 billion went into equipment, 21.4 percent over 1978, and more than $1 billion was spent on roadway and structures, an increase of 21.5 percent over the previous year.

Over 119,000 new freight cars were ordered during the year and more than 90,000 were placed in service, the highest total in 22 years. In addition, over 1,900 new and rebuilt locomotives were put in service in 1979, the most since the early 1950s, when the industry switched to diesel power.

In addition, some $2.4 billion was spent in 1979 for railroad equipment by leasing companies and "private" companies, including railroad subsidiaries classed as private car lines. Another $257 million was spent by Amtrak, the National Railroad Passenger Corporation.

Of the more than 90,000 new freight cars placed in service in 1979, the biggest gain was in the number of covered hopper cars, up nearly 23,000 from 1978.

The railroad freight car fleet at the end of 1979 totaled 1,700,310, up 2.9 percent from the end of 1978. Aggregate capacity of the fleet rose 4 percent, to 134 million tons at the end of 1979. That figure was 13 percent higher than the aggregate capacity a decade ago. Average freight car capacity was also up at the end of 1979, rising from 77.8 tons at the end of the previous year to 78.8 tons. New cars installed in 1979 had an average capacity of 90 tons, compared with an average of 67 tons for cars retired.

In addition to the 1,931 locomotives that were put into service in 1979, a total of 1,460 units were on order as of the end of the year, compared with 1,164 a year earlier. The aggregate horsepower of the diesel fleet rose by 1.3 percent in 1979, while the number of units increased by 945.

Expenditures to maintain way, structures and equipment and transportation expenses accounted for 91.5 percent of total railroad operating outlays in 1979. The total amount spent for maintenance in 1979 was 15 percent higher than in 1978.

Class I railroads laid nearly 839,000 tons of new rail in replacement during 1978—the latest year for which figures are available—marking the second highest year since 1955. Aggregate tonnage laid in the past decade is in excess of 6.9 million.

Class I railroads also installed 27.3 million crossties in 1978, making it the third straight year over 27 million.

Mergers and Acquisitions

Although only two merger cases remained on the ICC's docket early in 1980 (the Burlington Northern/St Louis-San

Francisco combine was approved), indications have been pointing for some time toward another merger boom.

Still pending before the ICC are these proposals: control of the Chessie System railroads (Chesapeake and Ohio/Baltimore and Ohio/Western Maryland) and the Family Lines System (Seaboard Coast Line/Louisville and Nashville) by the newly formed CSX Corporation, and the purchase of certain Rock Island lines by the St. Louis Southwestern.

In addition, both the boards of directors and the stockholders of the Missouri Pacific and the Union Pacific have approved a merger of those two railroads, although they had not yet filed at the ICC early in 1980. Finally, two other major western railways—the Santa Fe and the Southern Pacific—have announced merger plans.

Employment

Class I railroad employment increased by 2.4 percent in 1979, largely due to recovery from a coal strike and an extended strike involving the Norfolk and Western Railway in 1978. The average 1979 Class I employment was 502,975, highest since 1974. The average for 1978 was 491,254.

Equipment Utilization

Traffic statistics reflected new performance levels in 1979. The industry's capability for meeting heavy traffic demands was illustrated by the movement of a record 914 billion ton-miles of freight. As a result of this performance, the rail share of the intercity freight traffic market advanced to 36.6 percent in 1979, up from 35.8 percent in 1978.

Freight car utilization showed further improvement in 1979.

The average serviceable freight car on Class I railroads in 1979 performed transportation service equivalent to moving one ton of freight 1,869 miles each day, topping the record set a year earlier by 4.1 percent.

Average ton-miles per loaded car also increased in 1979, going from 36,741 ton-miles in 1978 to 38,267. This figure has risen by some 41 percent in the last decade, largely due to the replacement of smaller cars with larger ones and a longer average haul.

The average weight of a carload of freight also set a new high in 1979, rising 3.6 percent to 64.0 tons—also due in a large part to higher-capacity cars. Average daily freight car mileage, which reached a record 59.2 miles per serviceable car on line in 1978, remained at the same level in 1979.

The industry's improved utilization of capacity is even more impressive when compared with statistics of a decade ago. As the following data show, substantial gains have been achieved:

Revenue ton-miles per:	*1979*	*1969*	*1979/ 1969*
1. Average route miles operated in freight service (millions)	5.5	3.6	52.8%
2. Active Locomotive (millions)	46.2	44.6	3.6
3. Serviceable Freight Car (thousands)	665	512	29.9
4. Freight Car-mile	30.8	25.3	21.7
5. Freight Train-mile (thousands)	2.0	1.8	11.1
6. Per Car Loaded	38 267	27 192	40.7

Legislation

Deregulation of the railroad industry was the key legislative priority throughout 1979 and on into 1980.

Deregulation proposals were sent to the White House by the Department of Transportation early in 1979. Hearings were held by subcommittees of both the Senate and House Commerce committees. The Senate bill moved forward and was passed early in 1980, while the House version also progressed.

Also in the legislative spotlight were such topics as coal slurry pipelines, retirement-replacement-betterment accounting, energy, hazardous waste disposal, noise control, grain transportation and truck sizes and weights.

A measure dealing with coal slurry pipelines stalled in the House despite consideration by two committees. No action was taken in the Senate on the subject.

In the energy field, three general subjects stood out—establishment of an Energy Mobilization Board to hasten construction of priority energy projects, an oil windfall profits tax, and development of synthetic fuels.

The Senate Finance Committee late in 1979 favorably reported a bill that would preserve the retirement-replacement-betterment method of tax accounting for railroads.

Stalled at least temporarily in Congress were efforts to preempt state laws by mandating truck weight limits Congress has allowed on a permissive basis since 1975. Such provisions were expected, however, to be attached to one of the bills moving through the legislative process.

An omnibus water projects bill was favorably reported by the House Public Works and Transportation Committee in October, although various other water policy bills failed to make any progress. The omnibus bill includes a $2 million permanent authorization for fendering of railroad bridges.

In the area of noise control, the Senate has passed a bill that would allow local governments to petition the Environmental Protection Agency (EPA) for revision of federal noise standards on fixed rail facilities for public health and welfare reasons. A House measure would direct the Department of

Transportation to study EPA regulations on fixed rail facilities. It would preclude implementation of the regulations for four years.

Energy

As the nation moves to cope with its serious energy problem, coal emerges as a prime hope for self-sufficiency.

In March of this year, President Carter outlined to Congress a 10-year, $10 billion program intended to induce public utilities to use more domestic coal with the goal of eliminating the need for one million barrels of imported oil daily. The President's program calls for conversion of 107 power plants from oil to coal—80 of these plants are located in the northeastern United States.

Coal has been, and will remain, the dominant commodity hauled by railroads. In 1979, coal accounted for 32.4 percent of total railroad tonnage, more than three times greater than farm products, the second commodity. As the energy crisis generates a substantial increase in reliance on coal, its dominance as the railroads' number one commodity will continue to grow.

As the principal hauler of coal, the railroads expect to benefit substantially from increased reliance on coal. In 1979, Class I railroads originated 474 milllion tons of coal and another 25 million tons were transported by other railroads. This total of approximately 500 million tons equates to about 65 percent of 1979 domestic production—756 million tons—as reported by the National Coal Association. After reducing total production by about 12 percent to account for coal used at the mine mouth, the rail share of total coal transported is approximately 75 percent.

While the delivered price of coal has increased significantly in recent years, the rail share of that price has actually declined. For example, during the 10-year period from 1969 to 1979, while the average price of coal at the mine increased from $4.99 to $23.50 per ton, a 371 percent increase, the average rail revenue per ton originated rose 162 percent, from $3.11 to $8.15 per ton. Thus, the rail rate now accounts for only 25.8 percent of the destination price, compared with 38.4 percent of the total in 1969.

In terms of energy efficiency, the railroads hold a distinct advantage over competing modes. For example, in 1978, while hauling 35.8 percent of the nation's intercity freight, the railroads used only seven-tenths of one percent of the total U.S. energy according to the Department of Energy. By comparison, the motor carriers, which moved 24.8 percent of the freight in 1978, consumed 1.8 percent of total U.S. energy.

Despite its exemplary record in the area of fuel efficiency, railroads are not unmindful of the need to continually improve their own performance in fuel economy. Wide-range conservation programs have been instituted and innovative fuel-saving devices have been introduced.

An example of improved efficiency is reflected in the increase of gross ton-miles per gallon of fuel from 493 in 1971 to 536 in 1979, a gain of nearly 9 percent.

In conclusion, coal is the nation's hope for the future—an escape hatch from its critical energy problem. Coal is also the railroads' hope for the future—and as our most efficient transportation system—they are ready for the challenge.

Outlook

As is the case with most—if not all—other industries in the nation, the railroads face economic uncertainties in coming months as the national economy continues a downturn.

Early in 1980, indications were strong that rail freight traffic would start to slide. Most commodities were already beginning to fall behind the pace of a year ago, including piggyback, one of the leaders in recent years.

Even though railroad earnings are expected to further deteriorate as the national recession deepens, progress made by the industry on a number of fronts in 1979 provides hope for further progress when the economy as a whole turns around again.

Although the industry's rate of return—2.68 percent—is still inadequate, the fact is that even the marginal increase in 1979 (from 1.52 percent in 1978 and 1.24 percent in 1977) is encouraging.

The railroads have also been encouraged by recent Interstate Commerce Commission actions. In addition to removing rail transport of produce from regulation and improving its handling of rate cases, the ICC permitted railroads to eliminate some non-compensatory rates, as encouraged by the Railroad Revitalization and Regulatory Reform (4-R) Act.

The Commission also took steps toward the elimination of incentive per diem (IPD) charges on plain boxcars and gondolas. In response to an industry petition, the ICC late in 1979 issued a notice of proposed rulemaking on this subject and noted that it is prepared to eliminate IPD regulations if public comments convince it that the program should not be continued.

Expeditious handling of rate increase proposals by the ICC has enabled the railroads to move more quickly toward covering the staggering array of cost increases they continue to face.

The railroads have also been encouraged by a productivity increase attributed primarily to more unit train operations, an area where efficiency is greatest. Rate innovations aimed at increasing backhauls, especially in piggybacking, also have made a contribution to further progress.

Congressional actions late in 1979 and early in 1980 have provided positive signs of a move in the right direction with regard to further lightening the regulatory load on the railroad industry.

Even though only the Senate had passed deregulation legislation early in 1980, optimism remained high that final passage of a bill will take place sometime during the year.

STATISTICAL HIGHLIGHTS

Class I Line-Haul Railroads

	1979	1978	Percent increase
PLANT AND EQUIPMENT:			
Net investment	$29,692,000,000	$28,793,794,000	3.1
Locomotives*	28,402	27,457	3.4
Freight cars**	1,700,310	1,652,774	2.9
Capital expenditures	$3,324,840,000	$2,738,238,000	21.4
Locomotives added*	1,931	1,378	40.1
Freight cars added**	90,903	68,774	32.2
TRAFFIC:			
Revenue carloadings	23,876,447	23,355,477	2.2
Revenue ton-miles	913,669,000,000	858,105,000,000	6.5
Revenue per ton-mile	2.617¢	2.370¢	10.4
Miles hauled per ton	595	572	4.0
FINANCIAL RESULTS:			
Operating revenues	$25,714,136,000	$21,721,332,000	18.4
Operating expenses	24,517,860,000	21,043,143,000	16.5
Taxes:			
Current income taxes	209,419,000	183,032,000	14.4
Deferred taxes	213,874,000	93,048,000	129.9
Net railway operating income	794,423,000	427,451,000	85.9
Rate of return	2.68%	1.52%	—
Net income (ordinary)	$813,888,000	$306,786,000	165.3
Cash dividends	533,701,000	502,742,000	6.2
Net working capital	508,200,000	602,700,000	d 15.7
EMPLOYMENT AND WAGES			
Average number of employees*	502,975	491,254	2.4
Total wage compensation	$10,907,500,000	$9,700.565,000	12.4
Average hourly wages	9.25	8.43	9.7
Average yearly wages	22,585	20,573	9.8
OPERATIONS:			
Cars per freight train	66.4	67.0	d 0.9
Tons per carload	64.0	61.8	3.6
Net ton-miles per train-hour	35,960	39,305	d 8.5
Car-miles per car-day	59.2	59.2	—
Net ton-miles per car-day	1,869	1,795	4.1

NOTE: SOME OF THE DATA FOR 1979 SHOWN ABOVE AND ELSEWHERE IN THIS PUBLICATION SHOULD BE CONSIDERED AS "PRELIMINARY" BECAUSE THE ANNUAL REPORT (R-1) SUMMARIES HAD NOT BEEN COMPLETED AT TIME OF PUBLICATION OF THIS EDITION. ALSO, SOME OF 1979 DATA EXCLUDE THE ROCK ISLAND RAILROAD.

d—Decrease.

* Includes Amtrak.

** Freight car data are for all railroads and private car companies.

CONDENSED INCOME ACCOUNT

Class I Line-Haul Railroads[1]
(Dollar amounts in millions)

	1969	1974	1978	1979
Total Operating Revenues	$11,450	$16,923	$21,721	$25,714
Freight[2]	10,551	15,863	20,236	23,912
Passenger	439	290	356	398
All Other Revenues	460	770	1,130	1,404
Total Operating Expenses[3]	10,747	15,784	21,043	24,518
Net Operating Revenue	703	1,139	678	1,196
Other Income[4]	503	757	945	1,119
Miscellaneous Deductions	94	103	185	186
Interest Charges and Amortization of Discount	492	636	802	892
Income Taxes on Ordinary Income[3]	106	217	183	209
Provision for Deferred Taxes	—	211	93	214
Unusual or Infrequent Items	—	—	54	—
Income Before Extraordinary Items	514	730	307	814
Net Railway Operating Income[5]	655	768	427	794
Rate of Return	2.36%	2.70%	1.52%	2.68%

NOTE: Data for all years shown above are stated on the basis of the new Uniform System of Accounts (U.S.O.A.) effective January 1, 1978. Figures for 1979 include data of Rock Island Railroad for 12 months ended September 30, 1979.

[1] Excludes Amtrak and Auto-Train.

[2] Includes mail and express revenues.

[3] State Income Taxes (not available separately) are included in Operating Expenses in 1969 and 1974 and in Income Taxes on Ordinary Income for 1978 and 1979.

[4] Includes Equity in Undistributed Earnings of Affiliated Companies beginning in 1974.

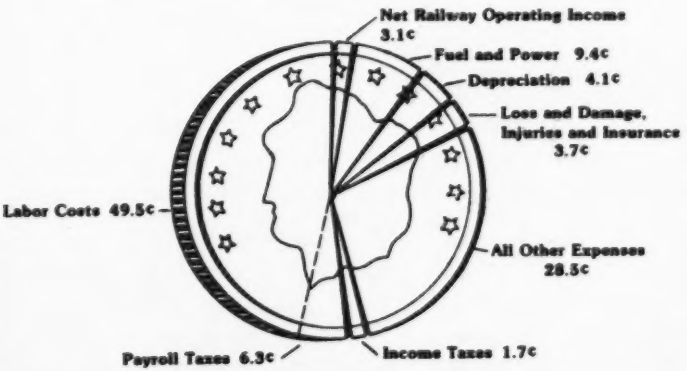
[5] N.R.O.I. = Net Operating Revenue, minus Income Taxes on Ordinary Income, minus Provision for Deferred Taxes, minus Income from Lease of Road and Equipment, plus Rent for Leased Road and Equipment.

DISTRIBUTION OF OPERATING REVENUES

(Dollar amounts in millions)

	1979 Est.	1978	Increase or (decrease)
Total operating revenues	$25,714	$21,721	$3,993
Wages charged to expenses[1]	10,362	9,216	1,146
Health and welfare and pensions	758	722	36
Payroll taxes	1,618	1,458	160
Total labor costs[1]	12,738	11,396	1,342
Income taxes on ordinary income[2]	209	183	26
Provision for deferred taxes	214	93	121
Fuel and power-locomotives	2,414	1,556	858
Loss and damage, injuries and insurance	945	822	123
Depreciation	1,058	975	83
All other expenses[3]	7,342	6,269	1,073
Total expenses and taxes	24,920	21,294	3,626
Net railway operating income	794	427	367

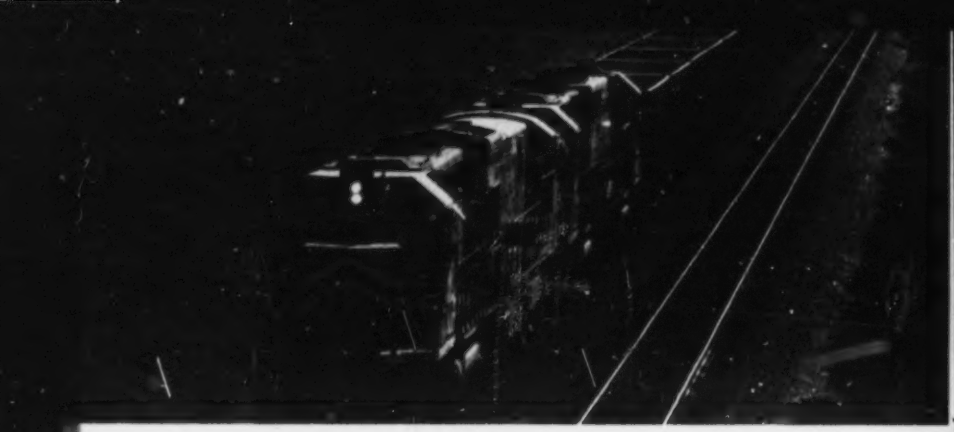
THE REVENUE DOLLAR — 1979



[1]Does not include wages charged to investment accounts. Total wages, health and welfare benefits, pensions and payroll taxes applicable to 1979 amounted to 51.7 cents of each revenue dollar.

[2]Includes state income taxes.

[3]Includes other materials and supplies and miscellaneous, equipment and joint facility rents, current taxes (other than payroll taxes and income taxes) and retirement charges and rent for/income from leased roads and equipment.



OPERATING REVENUES

Railroad operating revenues amounted to $25.7 billion in 1979, an all-time high and 18.4 percent over 1978. Revenues were up in all of the districts.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 6,279,521	$3,119,554	$ 767,325	$2,392,642
1939	3,995,004	1,968,177	512,031	1,514,796
1944	9,436,790	4,083,142	1,332,947	4,020,701
1947	8,684,918	3,956,029	1,181,901	3,546,988
1951	10,390,611	4,628,367	1,455,358	4,306,885
1955	10,106,330	4,398,352	1,417,645	4,290,333
1965	10,207,850	4,124,802	1,527,035	4,556,012
1966	10,654,666	4,211,027	1,612,804	4,830,835
1967	10,366,041	4,083,959	1,623,199	4,658,883
1968	10,854,678	4,242,730	1,716,265	4,895,684
1969	11,450,325	4,366,467	1,880,771	5,203,087
1970	11,991,658	4,541,396	2,002,676	5,447,585
1971	12,689,017	4,650,272	2,157,256	5,881,488
1972	13,409,815	4,783,210	2,301,406	6,325,199
1973	14,770,082	5,185,766	2,513,125	7,071,191
1974	16,922,841	5,982,178	2,880,417	8,060,246
1975	16,401,860	5,805,094	2,730,737	7,866,029
1976	18,536,482	6,407,629	3,149,469	8,979,384
1977	20,090,482	6,656,068	3,516,337	9,918,077
1978	21,721,332	6,852,314	3,768,548	11,100,470
1979*	**25,714,136**	**8,170,023**	**4,488,864**	**13,055,249**

* Includes Rock Island's operating revenues for 12 months ended September 30, 1979.

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FREIGHT REVENUE

Freight revenue of the Class I railroads totaled $23.9 billion in 1979, also a new high, and 18.2 percent over the previous year. Beginning with 1975, freight revenues include mail and express revenues. A year earlier, mail and express service produced less than $100 million in revenues.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 4,825,622	$2,348,321	$ 600,109	$1,877,192
1939	3,251,096	1,574,359	425,824	1,250,913
1944	6,998,615	3,034,705	957,161	3,006,748
1947	7,041,185	3,149,664	965,138	2,926,383
1951	8,634,101	3,758,896	1,224,544	3,650,661
1955	8,538,286	3,616,086	1,212,785	3,709,415
1965	8,835,958	3,443,217	1,353,989	4,033,751
1966	9,280,613	3,524,555	1,441,503	4,314,554
1967	9,130,233	3,451,354	1,474,874	4,204,006
1968	9,749,788	3,646,182	1,583,929	4,519,678
1969	10,346,258	3,772,552	1,747,951	4,825,754
1970	10,921,813	3,953,977	1,880,425	5,087,411
1971	11,786,064	4,130,826	2,064,289	5,590,949
1972	12,570,326	4,290,009	2,221,505	6,058,812
1973	13,770,734	4,609,193	2,408,721	6,752,820
1974	15,766,710	5,306,205	2,758,811	7,701,694
1975	15,389,809	5,169,425	2,635,094	7,585,290
1976	17,400,241	5,690,566	3,040,297	8,669,378
1977	18,892,437	5,916,302	3,394,700	9,581,435
1978	20,236,065	5,911,157	3,620,379	10,704,529
1979*	**23,911,845**	**7,016,456**	**4,310,932**	**12,584,457**

* Includes Rock Island's freight revenues for 12 months ended September 30, 1979.

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PASSENGER REVENUE*

Total passenger revenue, including Amtrak, amounted to $708 million in 1979, a 23-year high and up 16.4 percent from 1978.

Passenger revenue shown in the condensed income account on page 10 excludes revenues of Amtrak and Auto-Train.

(Amounts shown in thousands)

	Total passenger revenue	Commutation	Other coaches	Parlor and sleeping cars
1929	$ 873,564	$ 76,212	**	**
1939	416,903	40,815	$ 200,460	$175,294
1944	1,790,305	56,972	1,077,722	655,576
1947	963,322	67,432	559,553	335,999
1951	900,310	83,143	482,845	334,126
1955	742,945	101,394	427,631	213,471
1965	553,056	136,367	331,509	84,899
1966	543,632	139,672	322,955	80,760
1967	485,369	143,801	281,665	59,757
1968	444,334	153,100	245,221	45,754
1969	438,667	161,576	235,211	41,612
1970	420,452	172,301	215,518	32,621
1971	380,323	175,637	180,365	24,079
1972	406,292	177,256	206,845	23,204
1973	442,023	180,449	235,696	26,712
1974	538,009	199,672	300,847	38,614
1975	536,140	206,060	299,021	32,387
1976	591,884	223,533	327,291	40,830
1977	608,991	229,996	346,666	32,270
1978	607,888	240,196	343,248	24,444
1979	**707,612**	**262,805**	**416,307**	**28,500**

* Includes Amtrak beginning in 1971 and Auto-Train for years 1972-1977.

** Separation not available.

Note: Revenues for the separate categories shown will not add to the total, which is from a different source.

OPERATING EXPENSES

While revenues rose to record highs in 1979, operating expenses also increased sharply to a new high of $24.5 billion, up 16.5 percent from the previous year. Expenses were up 11.6 percent in the East, 18.9 percent in the South, and 19.2 percent in the West.

Data for all years have been revised to include rents and taxes other than income taxes as required under the new U.S.O.A., effective January 1, 1978.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 5,109,118	$2,537,893	$ 640,622	$ 1,930,604
1939	3,511,310	1,699,409	447,383	1,364,519
1944	7,179,655	3,328,005	946,934	2,904,715
1947	7,725,423	3,636,516	1,053,793	3,035,115
1951	8,991,365	4,108,769	1,209,358	3,673,238
1955	8,621,255	3,834,247	1,154,786	3,632,224
1965	9,141,399	3,761,557	1,353,477	4,026,362
1966	9,480,285	3,832,676	1,412,518	4,235,092
1967	9,679,650	3,944,251	1,454,109	4,281,290
1968	10,170,123	4,139,275	1,548,246	4,482,603
1969	10,747,308	4,298,199	1,663,960	4,785,148
1970	11,477,549	4,669,632	1,776,898	5,031,017
1971	11,947,362	4,718,152	1,908,543	5,320,665
1972	12,528,414	4,765,888	2,024,531	5,737,997
1973	13,844,765	5,137,677	2,230,377	6,476,711
1974	15,782,658	5,833,096	2,562,599	7,386,963
1975	15,935,542	6,019,374	2,498,477	7,417,691
1976	17,881,047	6,652,311	2,853,413	8,375,323
1977	19,533,970	7,081,174	3,196,326	9,256,469
1978	21,043,143	7,309,380	3,435,532	10,298,231
1979*	**24,517,860**	**8,157,212**	**4,084,080**	**12,276,568**

* Includes Rock Island's operating expenses for 12 months ended September 30, 1979.

PRINCIPAL CATEGORIES OF EXPENSES

Expenditures to maintain way, structures and equipment and transportation expenses accounted for 91.5 percent of total operating outlays in 1979. As shown below, maintenance expenses alone were up 14.6 percent over 1978.

Data for the years 1978 and 1979 are not comparable to figures shown for the prior years due to extensive changes in expense accounts under the revised Uniform System of Accounts which became effective January 1, 1978.

(Amounts shown in thousands)

	Maintenance of way and structures	Maintenance of equipment	Transportation
1929	$ 855,355	$1,202,912	$2,079,954
1939	466,831	765,935	1,417,794
1944	1,263,292	1,587,485	2,973,910
1947	1,212,096	1,558,011	3,476,433
1951	1,478,766	1,945,022	3,974,458
1955	1,387,494	1,787,739	3,769,856
1965	1,235,801	1,774,878	4,020,161
1966	1,303,739	1,843,589	4,139,268
1967	1,287,834	1,867,788	4,186,049
1968	1,405,133	1,914,265	4,354,705
1969	1,502,958	2,002,316	4,595,574
1970	1,612,585	2,165,254	4,873,299
1971	1,813,141	2,350,875	4,889,793
1972	1,920,395	2,397,596	5,207,652
1973	2,035,613	2,531,380	5,897,609
1974	2,351,973	2,809,237	6,766,355
1975	2,408,980	2,856,203	6,735,741
1976	3,047,236	3,213,892	7,337,593
1977	**3,460,153**	**3,613,494**	**7,883,291**
1978	4,055,105	5,421,182	9,617,066
1979*	**4,667,535**	**6,189,786**	**11,568,276**

* Includes Rock Island's expenses for year ended September 30, 1979.

BEST AVAILABLE COPY

TAXES

Tax accruals for 1979, which are not now available except for income taxes and an estimated total for payroll taxes, are expected to continue an upward trend as shown in ten of eleven previous years.

In 1979, the maximum monthly salary base for Railroad Retirement and Medicare for employees was $1,908, and the rate, 6.13 percent; employers also paid 6.13 percent on $1,908 but in addition, paid another 9.5 percent on a monthly base of $1,575. In 1980, the bases were raised to $2,158 and $1,700, respectively.

Also in 1979, the railroads paid a supplemental annuity tax of 12.5¢ per service hour—unchanged in 1980—and an unemployment insurance tax of 7.0 percent on a maximum of $400 per month per employee—reduced to 5.5 percent on the same base in 1980.

(Amounts shown in thousands)

	Total taxes	Payroll taxes	Federal income taxes*	Deferred taxes	Other taxes (current)
1929 ..	$ 396,683	—	$ 89,444	—	$307,239
1939 ..	355,678	$ 105,549	32,836	—	217,293
1944 ..	1,846,043	238,950	1,304,377	—	302,716
1947 ..	936,394	353,430	297,647	—	285,317
1951 ..	1,203,277	286,129	567,060	—	350,088
1955 ..	1,080,413	283,843	414,299	—	382,271
1965 ..	916,494	395,224	163,656	—	357,614
1966 ..	968,372	438,090	186,325	—	342,957
1967 ..	910,178	477,139	66,317	—	366,723
1968 ..	946,334	512,696	66,078	—	367,559
1969 ..	1,029,067	532,930	106,191	—	389,945
1970 ..	1,068,518	575,911	88,350	—	404,257
1971 ..	1,190,046	578,118	107,681	$100,368	403,879
1972 ..	1,316,766	622,283	113,325	173,858	407,300
1973 ..	1,547,109	804,857	130,326	199,433	412,493
1974 ..	1,990,473	1,118,223	217,123	210,683	444,444
1975 ..	1,706,411	1,088,501	58,122	114,525	445,262
1976 ..	1,927,405	1,262,535	162,956	70,298	431,616
1977 ..	2,063,572	1,399,084	60,161	175,814	428,513
1978 ..	2,142,572	1,457,699	183,032	93,048	408,793
1979 ..	**n.a.**	**1,618,000**	**209,419**	**213,874**	**n.a.**

* Includes small amount of U.S. Government taxes in 1929 only; in 1978 and 1979 includes state income taxes which were included with other taxes in prior years.

n.a.—Not available.

RAILROAD TAXES BY STATES—1978

Taxes payable by railroads in 1978 to state, county and municipal governments as shown below averaged 1.4 percent higher than in 1977. They consist primarily of property taxes or other forms of tax assessed in lieu of property taxes. Amounts shown include taxes payable by Class II and switching and terminal companies in addition to those of Class I roads as shown on page 17. Taxes paid by Class III railroads are not included. Data for 1979 are not yet available.

(Amounts shown in thousands)

Alabama	$10,544	Montana	$8,992
Alaska	1	Nebraska	14,867
Arizona	10,347	Nevada	2,438
Arkansas	8,079	New Hampshire	(179)
California	41,571	New Jersey	4,934
Colorado	9,867	New Mexico	2,938
Connecticut	1,389	New York	15,367
Delaware	320	North Carolina	10,271
Dist. of Col.	410	North Dakota	4,553
Florida	11,349	Ohio	20,097
Georgia	13,387	Oklahoma	5,065
Hawaii	1	Oregon	8,449
Idaho	5,802	Pennsylvania	22,883
Illinois	19,032	Rhode Island	410
Indiana	11,120	South Carolina	5,939
Iowa	4,546	South Dakota	566
Kansas	15,850	Tennessee	17,584
Kentucky	7,394	Texas	12,281
Louisiana	8,350	Utah	7,123
Maine	1,283	Vermont	246
Maryland	4,742	Virginia	18,882
Massachusetts	1,910	Washington	9,283
Michigan	1,333	West Virginia	9,738
Minnesota	32,723	Wisconsin	6,135
Mississippi	4,949	Wyoming	6,849
Missouri	15,529	**Total**	**$457,539**

NET RAILWAY OPERATING INCOME

Estimated "NROI" totaled $794 million in 1979, up from $427 million in the previous year.

Net railway operating income is the remainder of operating revenues after deducting operating expenses, taxes, and rents for equipment and joint facilities, but before recording non-operating income and deducting fixed charges. "NROI" is the figure used to determine rate of return on investment.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$1,251,698	$634,642	$132,635	$484,422
1939	588,829	331,121	79,593	178,116
1944	1,106,327	455,399	163,169	487,759
1947	780,694	304,426	102,699	373,570
1951	942,542	382,280	157,137	403,125
1955	1,127,997	481,454	197,103	449,440
1965	961,516	351,197	164,246	446,072
1966	1,045,863	384,574	183,191	478,098
1967	676,434	174,627	164,284	337,523
1968	677,623	139,690	164,445	373,489
1969	654,670	118,700	185,102	350,868
1970	485,853	(101,603)	207,750	379,707
1971*	595,171	(56,245)	209,138	442,278
1972*	653,827	11,677	223,937	418,214
1973*	649,828	7,491	227,746	414,591
1974*	768,106	47,133	245,454	475,519
1975*	350,682	(225,253)	216,505	359,429
1976*	451,832	(305,953)	257,532	500,253
1977*	343,093	(495,917)	301,709	537,301
1978*	427,451	(503,077)	302,184	628,344
1979*	794,422	(179,025)	352,745	620,701

(Parentheses indicate deficit.)

* Reflects inclusion of deferred taxes.

Note: For 1979, "NROI" includes data of the Rock Island Railroad for the year ended September 30, 1979.

RATE OF RETURN

The estimated rate of return on net investment (ROI) was 2.68 percent for Class I railroads in 1979. Although this represents a slight improvement over 1978, the ROI was still far below any reasonable level of adequacy.

The ROI in the South was up from 5.17 percent in 1978 to 5.70 percent in 1979 and down from 4.22 percent to 3.90 percent in the West. The East experienced a deficit for the fifth consecutive year.

ROI represents the relationship of net railway operating income (see page 19) to net investment in transportation property. Because of the lack of comparable data for prior years, the rates of return listed below do not include either the elimination of the effects of investment tax credits on earnings or the reduction of the investment base because of accumulated deferred income tax liabilities—two changes adopted by the ICC in 1978. With these inclusions, the rate of return in the past three years would be even lower.

However, the net investment bases used in the 1978 and 1979 calculations have been adjusted in conformity with the other methods prescribed by the ICC. (See page 55).

	United States	Eastern District	Southern District	Western District
1929	5.30%	6.03%	4.27%	4.85%
1939	2.56	3.14	2.77	1.85
1944	4.70	4.37	5.45	4.82
1947	3.44	3.02	3.52	3.84
1951	3.76	3.47	4.74	3.76
1955	4.22	4.19	5.45	3.86
1965	3.69	3.32	4.16	3.87
1966	3.90	3.55	4.45	4.03
1967	2.46	1.58	3.86	2.75
1968	2.44	1.27	3.79	3.01
1969	2.36	1.10	4.17	2.81
1970	1.73	def.	4.50	3.02
1971*	2.12	def.	4.36	3.51
1972*	2.34	0.11	4.61	3.34
1973*	2.33	0.07	4.61	3.30
1974*	2.70	0.46	4.73	3.66
1975*	1.20	def.	3.98	2.65
1976*	1.60	def.	4.63	3.57
1977*	1.24	def.	5.23	3.71
1978*	1.52	def.	5.17	4.22
1979*	**2.68**	**def.**	**5.70**	**3.90**

def.—Deficit.

* Reflects inclusion of deferred taxes.

RETAINED FUNDS AND CAPITAL EXPENDITURES

In 1979, capital expenditures exceeded retained funds by $1,975 million. There has been a shortfall in every year since 1962 and during the past decade the shortage has totaled nearly $10 billion.

This annual shortfall has necessitated heavy borrowing at increasing interest rates, reaching above 13 percent in April 1980.

Year	(Millions of dollars) Retained funds	Capital expenditures	Excess of retained funds over capital expenditures
1951	$ 849.9	$1,414.0	d 564.1
1952	1,004.0	1,340.9	d 336.5
1953	1,055.4	1,259.8	d 204.4
1954	854.6	820.2	34.4
1955	1,034.3	909.5	124.8
1956	1,014.4	1,227.9	d 213.5
1957	907.3	1,394.7	d 487.4
1958	847.3	738.0	109.3
1959	800.4	818.0	d 17.6
1960	693.9	919.2	d 225.2
1961	677.2	646.4	30.7
1962	863.4	832.9	30.5
1963	949.7	1,043.8	d 94.1
1964	926.8	1,417.3	d 490.5
1965	1,057.9	1,630.7	d 572.8
1966	1,149.2	1,952.8	d 803.6
1967	816.7	1,522.5	d 705.8
1968	828.7	1,187.0	d 358.3
1969	815.6	1,509.4	d 693.8
1970	618.0	1,351.4	d 733.4
1971	784.1	1,177.6	d 393.5
1972	923.1	1,215.6	d 292.5
1973	964.1	1,342.1	d 378.0
1974	1,090.8	1,565.4	d 474.6
1975	621.7	1,789.7	d 1,168.0
1976	682.6	1,724.7	d 1,042.1
1977	762.8	2,290.4	d 1,527.6
1978	727.1	2,738.2	d 2,011.1
**1979	**1,349.5**	**3,324.8**	**d 1,975.3**

d—Deficiency.

Note: Retained funds represent income before extraordinary charges, plus deferred taxes and depreciation and retirement charges, less cash dividends and equity in undistributed earnings of affiliated companies.

NET INCOME (ORDINARY)

Preliminary ordinary income (after income from outside sources and payment of fixed rentals, interest and other charges) amounted to $814 million in 1979. This preliminary figure is overstated due to the exclusion of the Rock Island's fourth quarter loss.

The drop in the deficit in the East is due, in part, to a sharp decline in Conrail's loss from 1978.

Return on net worth in 1979 was 5.0 percent compared to an average of 16.6 percent for major industries.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$896,807	$486,978	$ 73,059	$336,769
1939	93,182	110,405	11,668	(28,892)
1944	667,188	266,208	97,251	303,729
1947	478,875	161,178	55,192	262,505
1951	693,176	234,970	110,703	347,503
1955	927,122	349,288	153,805	424,029
1965	814,629	243,767	124,175	446,687
1966	903,783	285,054	141,399	477,330
1967	553,789	94,146	126,079	333,564
1968	569,402	67,393	117,123	384,886
1969	514,238	21,329	139,366	353,543
1970	226,583	(276,291)	159,508	343,366
1971*	246,729	(273,613)	151,684	368,658
1972*	318,637	(191,953)	173,398	337,192
1973*	359,343	(179,197)	183,162	355,378
1974*	730,229	(52,178)	294,758	487,649
1975*	144,362	(345,291)	189,278	300,375
1976*	354,982	(357,473)	258.921	453,534
1977*	325,582	(445,535)	286,348	484,769
1978*	306,786	(454,016)	225,599	535,203
1979*	**813,687**	**(95,405)**	**328.062**	**581,231**

(Parentheses indicate deficit.)

*** Includes provision for deferred taxes beginning in 1971 and equity in undistributed earnings of affiliated companies beginning in 1974.**

Note: Ordinary income for the Southern District in 1979 is lower because it includes income of Southern Railway as shown in their RE&I report on a consolidated system basis. Their RE&I report eliminates dividend income between members of the system and the duplication of undistributed earnings which are included in income of certain carriers in their annual reports.

Note: Totals for 1979 include the Rock Island's data for the 12 months ended September 30, 1979.

NET WORKING CAPITAL

Net working capital, as shown below, is calculated by deducting current liabilities, including debt due within one year, from current assets, which include the material and supplies account.

The improvement in net working capital in the past three years is due to a build up in material and supplies resulting from expanded maintenance programs, Federal assistance to Conrail and limited aid made available under Title V of the 4R Act.

If material and supplies were excluded from current assets in 1979, the net working capital would become a $1,121 million deficit.

(Amounts shown in millions)

Dec. 31	United States	Eastern District	Southern District	Western District
1958	$995.3	$236.6	$166.1	$592.6
1959	882.9	198.4	171.9	512.8
1960	677.9	153.3	145.1	379.4
1961	611.8	64.3	119.1	428.4
1962	694.5	39.1	107.9	527.5
1965	627.0	98.4	47.0	481.7
1966	448.0	57.0	18.4	372.7
1967	250.6	(40.4)	23.7	267.4
1968	13.5	(193.9)	28.9	178.5
1969	(184.8)	(313.9)	64.3	64.7
1970	(58.6)	(77.9)	22.3	114.2
1971	(61.8)	(123.8)	11.6	50.3
1972	(60.7)	(159.7)	12.9	86.1
1973	157.9	(29.5)	84.6	102.9
1974	219.5	105.3	39.1	75.0
1975	67.9	13.4	17.7	36.8
1976	342.6	138.7	111.8	92.2
1977	570.9	200.8	105.4	264.8
1978	602.7	211.4	146.9	244.4
1979	**508.2**	**391.2**	**194.6**	**(77.5)**

(Parentheses indicate deficit)

EQUIPMENT OBLIGATIONS

Equipment obligations outstanding have increased in every year since 1962. As a result of over $840 million in financing during 1978, outstanding equipment debt reached an all-time high of $5.73 billion at year end.

In the past 10 years, the balance outstanding has increased by 36 percent, interest rates on new issues have risen by 35 percent and the average interest rates on all outstanding equipment obligations have advanced 53 percent.

Data for 1979 are not yet available.

(Dollar amounts in millions)

Year	Issued during year	Retired during year	Out-standing at end of year	Average interest rate Issued during year	Average interest rate Out-stand-ing
1951 ..	$ 707.3	$270.5	$2,284.7	2.73%	2.39%
1955 ..	279.8	348.5	2,532.2	3.08	2.82
1956 ..	445.6	343.3	2,631.2	3.57	2.92
1957 ..	631.0	348.0	2,912.3	4.33	3.28
1958 ..	285.1	376.6	2,820.7	4.01	3.39
1959 ..	299.8	363.8	2,756.7	4.61	3.55
1960 ..	298.2	360.8	2,694.1	4.63	3.70
1961 ..	225.9	362.2	2,556.6	4.44	3.80
1962 ..	339.9	373.9	2,522.6	4.45	3.93
1963 ..	456.0	403.1	2,575.2	4.29	4.03
1964 ..	696.9	405.9	2,814.1	4.40	4.19
1965 ..	803.5	422.8	3,181.6	4.52	4.30
1966 ..	1,090.9	449.6	3,869.8	5.32	4.63
1967 ..	757.0	492.8	4,153.7	5.83	4.87
1968 ..	541.0	494.3	4,202.5	6.61	5.15
1969 ..	633.1	530.8	4,315.9	7.90	5.64
1970 ..	676.4	541.6	4,444.0	8.76	6.09
1971 ..	675.0	577.6	4,544.5	7.31	6.30
1972 ..	618.7	561.4	4,587.0	7.04	6.72
1973 ..	557.1	545.5	4,595.6	7.66	6.97
1974 ..	684.5	564.1	4,724.7	9.22	7.37
1975 ..	1,035.5	579.5	5,178.7	8.86	e 7.60
1976 ..	819.3	621.7	5,363.3	e 8.50	e 7.70
1977 ..	956.6	671.4	5,674.3	e 8.05	e 7.75
1978 ..	**841.8**	**710.9**	**5,732.1**	**e 8.90**	**e 7.90**

e Estimated.

Note: Average interest rates shown include those for certain conditional sales agreements under which interest rates are keyed to the prime rate at time of issue and to subsequent changes in the prime rate in each year. No adjustments have been made for yearly changes in the originally reported interest rates. The rate for these obligations would increase or decrease with changes in the prime rate.

REVENUE CARLOADINGS—MAJOR RAILROADS

Freight carloadings increased by 2.2 percent in 1979 over 1978 and reached the highest level in 5 years. However, due to the introduction of larger cars, carloadings have historically trended downward, and are running 15.4 percent below the level of 10 years ago.

Conversely, with a longer average haul, revenue ton-miles are trending upward. (See page 29).

Compared with 1978, carloadings in 1979 were up 2.9 percent in the East, 2.2 percent in the South and 1.8 percent in the West.

	United States	Eastern District	Southern District	Western District
1929	52,827,925	25,929,298	7,503,435	19,395,192
1939	33,911,498	16,204,899	5,024,615	12,681,984
1944	43,408,295	20,558,120	6,323,929	16,526,246
1947	44,502,188	20,988,665	6,908,347	16,605,176
1951	40,499,182	18,508,362	6,641,193	15,349,627
1955	37,636,031	16,508,729	6,325,146	14,802,156
1965	29,247,637	11,796,492	5,798,663	11,652,482
1966	29,623,115	11,723,168	5,860,494	12,039,453
1967	28,083,751	10,992,690	5,926,178	11,164,883
1968	28,252,541	10,831,807	6,222,004	11,198,730
1969	28,237,407	10,674,997	6,177,982	11,384,428
1970	27,160,247	10,071,261	6,075,180	11,013,806
1971	25,265,569	9,037,170	5,977,508	10,250,891
1972	26,104,642	8,999,069	6,310,873	10,794,700
1973	27,338,474	9,322,603	6,397,021	11,618,850
1974	26,183,713	8,867,805	6,270,530	11,045,378
1975	23,217,158	7,677,983	5,593,481	9,945,694
1976	23,456,643	7,668,197	5,808,346	9,980,100
1977	23,173,417	7,458,248	5,932,118	9,783,051
1978	23,355,477	7,189,565	5,900,464	10,265,448
1979	**23,876,447**	**7,397,141**	**6,033,216**	**10,446,090**

Note: For the purpose of continuity, figures for 1978 and 1979 include 12 railroads no longer considered Class I roads under new ICC qualifications effective January 1, 1978.

Source: Car Service Division, AAR.

REVENUE CARLOADINGS BY CLASSES—MAJOR RAILROADS

Carloadings for 12 of the 21 commodity groups declined from 1978 levels. Loadings of coal increased by 826,615 cars (18.7 percent) to a 1979 total of 5.3 million—the highest in 12 years. Also, grain loadings totaled 1.4 million, the highest level since 1974, and 6.6 percent over 1978. Export traffic accounted for approximately 56 percent of total grain movements in 1979. Other gains were recorded by chemicals and allied products, up 48,976 cars, or 3.4 percent, metallic ores, up 55,017 cars, or 3.2 percent and by nonmetallic minerals, metals and products and forwarder and shipper association traffic. Motor vehicles and equipment fell sharply, reflecting the slump in the domestic automotive market.

(Carloadings shown in thousands)

	1979	1978	Increase Cars	Increase Percent
Grain	1,428	1,340	88	6.6
Other farm products	223	244	(21)	(8.6)
Metallic ores	1,765	1,710	55	3.2
Coal	5,254	4,428	827	18.7
Crushed stone, gravel and sand	853	955	(101)	(10.6)
Nonmetallic minerals	783	763	20	2.6
Grain mill products	917	972	(55)	(5.6)
Food and kindred products	953	990	(37)	(3.7)
Primary forest products	1,055	1,086	(31)	(2.9)
Lumber and wood products except furniture	597	649	(52)	(8.1)
Pulp, paper and allied products	1,097	1,094	3	0.3
Chemicals and allied products	1,488	1,439	49	3.4
Petroleum products	336	358	(23)	(6.3)
Stone, clay and glass products	944	962	(19)	(1.9)
Coke	360	375	(16)	(4.2)
Metals and products	984	966	17	1.8
Motor vehicles and equipment	1,122	1,261	(139)	(11.0)
Waste and scrap materials	713	712	1	0.2
Forwarder and shipper association traffic	642	624	18	3.0
All other carloads	2,341	2,400	(59)	(2.5)
LCL traffic	21	26	(5)	(19.5)
Total Cars Loaded	**23,877**	**23,355**	**521**	**2.2**

(Parentheses indicate decreases.)
Source: Car Service Division, AAR.

PIGGYBACK LOADINGS

Revenue cars loaded in piggyback service totaled 1,857,705 in 1979, an all-time high and 0.9 percent over 1978. The number of trailers and trailer-size containers (not shown below) totaled 3,278,163, also a record and 3.2 percent above the previous year.

TOFC/COFC is second only to coal in rank of carloadings by traffic groups, accounting for 7.8 percent of total loadings in 1979.

Year	United States	Eastern District	Southern District	Western District
1957	249,065	130,211	6,155	112,699
1958	278,071	139,070	8,903	130,098
1959	416,508	204,010	10,687	201,811
1960	554,115	263,817	21,128	269,170
1961	591,246	299,605	37,749	253,892
1962	706,441	369,840	64,783	271,818
1963	815,773	394,898	105,511	315,364
1964	920,827	446,311	129,417	345,099
1965	1,076,820	508,189	173,762	394,869
1966	1,224,337	564,348	207,163	452,826
1967	1,277,410	568,089	225,053	484,268
1968	1,509,843	659,471	276,373	573,999
1969	1,539,797	632,433	303,236	604,128
1970	1,449,519	565,518	311,225	572,776
1971	1,356,394	511,877	319,422	525,095
1972	1,448,075	599,177	354,184	494,714
1973	1,630,795	610,874	403,929	615,992
1974	1,609,876	594,208	405,404	610,264
1975	1,307,520	463,779	337,005	506,736
1976	1,505,945	456,670	422,272	627,003
1977	1,688,806	471,965	483,050	733,791
1978	1,840,588	469,436	524,014	847,138
1979	**1,857,705**	**479,662**	**508,903**	**869,140**

Note: Mail and express traffic moving in piggyback service is included in above data beginning with 1963. In 1979, there were 97,568 cars of mail and express.

Source: Car Service Division, AAR.

ORIGINATED TONNAGE

The volume of revenue freight originated on lines of Class I railroads in 1979 amounted to 1,464 million tons, an increase of 5.4 percent over 1978.

The difference between tonnage and ton-mile trends (page 29) is a reflection of significantly longer hauls due, in part, to western coal and piggyback traffic.

Coal accounted for 32 percent of the total tonnage originated in 1979.

In addition to the tonnage shown below, about 90 million tons were originated on Class II roads.

(Tonnage in thousands)

	United States	Eastern District	Southern District	Western District
1929	1,339,091	697,894	174,202	466,905
1939	901,669	483,815	120,582	297,273
1944	1,491,491	754,876	208,685	527,930
1947	1,537,546	776,044	229,454	532,048
1951	1,477,402	699,745	244,349	533,308
1955	1,396,339	631,707	246,228	518,404
1965	1,387,423	578,215	297,550	511,658
1966	1,448,901	585,072	313,487	550,342
1967	1,407,628	568,083	328,863	510,682
1968	1,431,308	574,446	330,215	526,647
1969	1,473,457	572,350	340,731	560,376
1970	1,484,919	557,994	351,142	575,784
1971	1,390,960	495,485	348,216	547,260
1972	1,447,864	507,346	367,405	573,113
1973	1,532,165	527,279	380,245	624,641
1974	1,530,686	520,788	387,535	622,363
1975	1,395,055	463,117	353,102	578,776
1976	1,406,732	452,808	362,533	591,391
1977	1,394,742	430,902	374,099	589,741
1978	1,390,175	384,413	366,880	638,882
1979	**1,464,814**	**430,606**	**387,884**	**646,324**

REVENUE TON MILES

Revenue freight traffic of the Class I railroads, measured in ton-miles, rose to a record high of 914 billion in 1979, 6.5 percent greater than the previous record set in 1978.

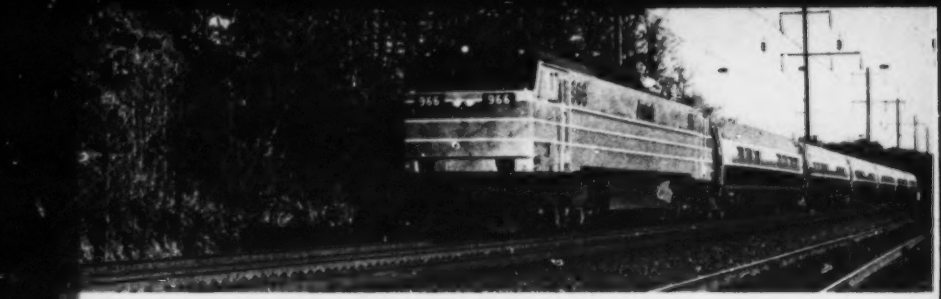
Ton-miles were up by 8.3 percent in the East, 1.7 percent in the South, and 7.3 percent in the West.

Ton-miles are the product of the weight of lading in tons and distance transported in miles. As shown on page 45, ton-miles per loaded car in 1979 increased by 4.2 percent over the 1978 average.

(Ton-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	447,322	231,420	55,163	160,738
1939	333,438	169,024	42,547	121,868
1944	737,246	330,014	98,082	309,150
1947	654,728	294,967	88,243	271,518
1951	646,620	275,239	90,725	280,657
1955	623,615	256,701	90,444	276,469
1965	697,878	259,477	116,836	321,564
1966	738,395	265,504	125,462	347,429
1967	719,498	258,361	127,988	333,149
1968	744,023	259,391	130,686	353,946
1969	767,841	259,827	139,256	368,757
1970	764,809	254,467	140,034	370,309
1971	739,743	225,619	139,660	374,464
1972	776,746	231,221	147,116	398,410
1973	851,809	245,022	157,879	448,907
1974	850,961	248,398	160,668	441,895
1975	754,252	217,909	140,261	396,083
1976	794,059	216,644	151,020	426,395
1977	826,292	211,278	160,689	454,326
1978	858,105	197,633	162,417	498,056
**1979 ..... **	**913,669**	**214,116**	**165,188**	**534,365**

NOTE: The total of intercity ton-miles for all classes of railroads is reported on page 36.



REVENUE PASSENGERS CARRIED

Passenger data shown below and elsewhere in this publication include separate totals for Amtrak beginning in 1971, and include Auto-Train statistics in the Southern District for the years 1972-1977. The data represent both commuter and intercity passenger traffic.

Separate data for Amtrak are shown on page 62 for years 1978 and 1979.

The 301 million passengers carried in 1979 was the highest total since 1964.

(Numbers in thousands)

	United States	Amtrak	Eastern District	*Southern District	Western District
1929 ...	780,468	—	575,231	68,309	136,928
1939 ...	450,373	—	338,442	45,628	66,302
1944 ...	910,295	—	632,347	111,650	166,298
1947 ...	703,280	—	522,183	77,434	103,662
1951 ...	483,833	—	346,910	54,187	82,736
1955 ...	431,999	—	312,242	40,056	79,700
1965 ...	298,691	—	210,707	26,365	61,618
1966 ...	300,195	—	210,278	26,395	63,522
1967 ...	297,027	—	206,382	26,566	64,079
1968 ...	295,432	—	206,497	26,922	62,013
1969 ...	295,701	—	208,237	25,881	61,583
1970 ...	283,894	—	201,880	23,593	58,421
1971 ...	272,401	9,915#	189,313	19,277	53,896
1972 ...	261,084	16,644	173,566	17,716	53,158
1973 ...	254,472	16,984	166,537	16,334	54,617
1974 ...	274,298	18,257	182,685	16,237	57,118
1975 ...	269,394	17,350	180,945	15,068	56,031
1976 ...	271,652	18,619	181,394	14,902	56,738
1977 ...	275,324	19,000	183,718	14,490	58,116
1978 ...	280,961	19,173	185,357	15,202	61,230
1979 ...	**301,291**	**21,492**	**195,450**	**16,479**	**67,871**

Operations began on May 1, 1971.

* Includes statistics of Auto-Train Corporation for years 1972-1977.

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REVENUE PASSENGER MILES

(Including commutation)

Revenue passenger-miles totaled 11.3 million in 1979, a 10-year high and 10.6 percent over 1978. Amtrak's passenger miles were up 17.2 percent from the previous year.

The total includes 6.4 billion for Class I railroads (largely in commuter service) and 4.9 billion for Amtrak.

About one-half of Amtrak passenger-miles are on railroads in the Eastern District, 20 percent in the Southern District and 30 percent in the Western District.

(Passenger-miles in millions)

	United States	Amtrak	Eastern District	*Southern District	Western District
1929 ...	31,074	—	17,730	3,305	10,039
1939 ...	22,651	—	12,360	2,630	7,661
1944 ...	95,549	—	40,381	14,793	40,375
1947 ...	45,921	—	23,966	6,008	15,947
1951 ...	34,614	—	16,711	4,761	13,141
1955 ...	28,526	—	14,158	3,542	10,826
1965 ...	17,378	—	7,635	2,528	7,215
1966 ...	17,085	—	7,440	2,507	7,138
1967 ...	15,193	—	6,899	2,201	6,093
1968 ...	13,110	—	6,435	1,975	4,700
1969 ...	12,159	—	6,294	1,757	4,109
1970 ...	10,740	—	5,951	1,491	3,298
1971 ...	8,833	1,894 #	4,682	686	1,571
1972 ...	8,558	3,038	3,855	545	1,120
1973 ...	9,294	3,807	3,758	573	1,156
1974 ...	10,337	4,259	4,193	677	1,208
1975 ...	9,935	3,931	4,183	633	1,188
1976 ...	10,337	4,259	4,193	677	1,208
1977 ...	10,293	4,204	4,272	587	1,231
1978 ...	10,222	4,154	4,387	384	1,297
1979 ...	**11,306**	**4,867**	**4,678**	**328**	**1,433**

Operations began on May 1, 1971.

* Includes statistics of Auto-Train Corporation for years 1972-1977.

PASSENGER MILES BY CLASSES

Compared with 1978, intercity passenger-miles increased by 14.6 percent in 1979, and commutation traffic was up 5.9 percent.

Amtrak-operated trains handled 4,265 million passenger-miles of intercity travel in coaches, 487 million in parlor and sleeping cars and 115 million classed as "commutation and multiple ride" passenger-miles.

Class I railroads other than Amtrak accounted for nearly 98 percent of 4.9 billion commutation passenger-miles.

(Passenger-miles in millions)

	Commutation	Total intercity	Intercity coaches	Intercity parlor/ sleeping cars
1929	6,898	24,180	n.a.	n.a.
1939	4,012	18,645	11,118	7,527
1944	5,344	90,231	63,288	26,944
1947	6,008	39,921	27,660	12,261
1951	4,870	29,450	19,524	10,226
1955	4,776	23,747	17,307	6,440
1965	4,128	13,260	11,069	2,191
1966	4,193	12,903	10,799	2,104
1967	4,281	10,920	9,329	1,592
1968	4,383	8,737	7,559	1,178
1969	4,546	7,623	6,601	1,021
1970	4,592	6,179	5,414	765
1971	4,498	4,403	3,887	516
1972	4,229	4,332	3,812	520
1973	4,245	5,053	4,470	583
1974	4,533	5,799	5,186	613
1975	4,513	5,429	4,927	502
1976	4,470	5,808	5,238	570
1977	4,588	5,710	5,186	524
1978	4,667	5,555	5,088	467
**1979	**4,941**	**6,365**	**5,876**	**489**

Amtrak passenger-miles are included beginning in 1971; Auto-Train for years 1972-1977.

n.a.—Not available.

TON MILE REVENUE

Revenue per ton-mile averaged 2.617 cents for the year 1979, 10.4 percent above the 1978 average, reflecting freight rate increases made necessary by cost inflation.

Average revenue per ton-mile is the average amount received for hauling a ton of freight one mile. While it does not necessarily measure average rate levels, because it is affected by composition of traffic and length of haul, it does show the average freight charges for traffic handled in each year.

	United States	Eastern District	Southern District	Western District
1929	1.076¢	1.014¢	1.088¢	1.162¢
1939	0.973	0.931	1.001	1.021
1944	0.949	0.919	0.976	0.972
1947	1.076	1.069	1.094	1.078
1951	1.336	1.367	1.350	1.301
1955	1.370	1.410	1.341	1.342
1965	1.266	1.327	1.159	1.256
1966	1.257	1.328	1.149	1.242
1967	1.269	1.336	1.152	1.262
1968	1.310	1.406	1.212	1.277
1969	1.347	1.452	1.255	1.309
1970	1.428	1.554	1.343	1.374
1971	1.593	1.831	1.478	1.493
1972	1.618	1.855	1.510	1.521
1973	1.617	1.881	1.526	1.504
1974	1.853	2.136	1.717	1.743
1975	2.041	2.372	1.879	1.913
1976	2.191	2.627	2.013	2.033
1977	2.286	2.800	2.113	2.109
1978	2.370	2.991	2.292	2.149
1979	**2.617**	**3.277**	**2.610**	**2.355**

PASSENGER MILE REVENUE

The average revenue per passenger-mile rose to 6.259¢ in 1979, an increase of 5.2 percent. In the following table, figures for the United States include data for Amtrak beginning in 1971 and Auto-Train for years 1972-1977. District averages exclude Amtrak and Auto-Train statistics.

	United States	Eastern District	Southern District	Western District
1929	2.808¢	2.723¢	3.125¢	2.853¢
1939	1.839	1.941	1.745	1.706
1944	1.873	1.934	1.992	1.769
1947	2.097	2.137	2.092	2.039
1951	2.601	2.891	2.452	2.286
1955	2.604	2.921	2.597	2.193
1965	3.182	3.916	2.808	2.538
1966	3.182	3.935	2.818	2.524
1967	3.195	3.913	2.820	2.517
1968	3.389	4.016	2.873	2.749
1969	3.608	4.216	2.996	2.938
1970	3.914	4.502	3.118	3.215
1971	4.306	4.526	3.494	3.706
1972	4.747	5.125	3.617	4.047
1973	4.756	5.212	3.752	4.156
1974	5.207	5.170	4.541	4.569
1975	5.396	5.505	4.627	4.623
1976	5.744	6.009	4.711	4.674
1977	5.916	6.086	4.976	4.769
1978	5.947	6.239	5.053	4.814
1979	**6.259**	**6.411**	**4.607**	**5.000**

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REVENUE AND DISTANCE PER TON AND PER PASSENGER

Average revenue per ton on Class I railroads increased 10.6 percent in 1979 due principally to higher freight rates. The average haul, considering all line-haul railroads as a system, rose to an estimated 595 miles in 1979, a new record and 4.0 percent over 1978. The average freight haul has increased by 19.8 percent over the past decade.

The average revenue par passnger in 1979 increased by 8.8 percent, while the average trip was up 3.2 percent. Both increases were due to a greater increase in intercity traffic than in commutation traffic.

	FREIGHT		PASSENGER*	
	Average revenue per ton	Average haul per ton (miles)	Average revenue per passenger per road	Average trip per passenger per road (miles)
1929	$ 3.45	317.17	$1.11	39.63
1939	3.74	351.21	0.92	50.02
1944	4.92	473.46	1.96	104.46
1947	4.82	407.82	1.37	65.07
1951	6.11	419.99	1.86	71.35
1955	6.40	429.75	1.72	65.88
1965	6.69	477.15	1.82	57.07
1966	6.71	483.70	1.78	55.81
1967	6.77	485.21	1.61	50.21
1968	7.13	495.37	1.50	44.38
1969	7.35	496.82	1.48	41.12
1970	7.67	490.41	1.48	37.83
1971	8.80	506.83	1.39	32.38
1972	8.99	511.34	1.56	32.78
1973	9.36	531.00	1.74	36.52
1974	10.70	526.53	1.96	37.69
1975	11.40	515.89	1.99	36.88
1976	12.75	540.00	2.18	37.93
1977	13.90	548.79	2.21	37.39
1978	14.95	572.00p	2.16	36.38
1979	**16.53**	**595.00p**	**2.35**	**37.53**

* Includes Amtrak statistics beginning in 1971; Auto-Train Corp. for 1972-1977.
P—Preliminary.
Average haul per ton applies to all line-haul railroads as a system. All other data refer to Class I railroads only.

VOLUME OF U.S. INTERCITY FREIGHT AND PASSENGER TRAFFIC

Millions of **Revenue Freight Ton-Miles** and Percentage of Total

Year	Rail-roads[a]	%	Trucks	%	Great Lakes	%	Rivers and canals	%	Oil pipe-lines	%	Air	%	Total
1929	454,800	74.9	19,689	3.3	97,322	16.0	8,661	1.4	26,900	4.4	3	—	607,375
1939	338,850	62.4	52,821	9.7	76,312	14.0	19,937	3.7	55,602	10.2	12	—	543,534
1944	746,912	68.6	58,264	5.4	118,769	10.9	31,386	2.9	132,864	12.2	71	—	1,088,266
1950	596,940	56.2	172,860	16.3	111,687	10.5	51,657	4.9	129,175	12.1	318	—	1,062,637
1960	579,130	44.1	285,483	21.7	99,468	7.6	120,785	9.2	228,626	17.4	778	—	1,314,270
1970	771,168	39.8	412,000	21.3	114,475	5.9	204,085	10.5	431,000	22.3	3,295	0.2	1,936,023
1974	855,582	38.6	495,000	22.3	107,451	4.9	247,431	11.2	506,000	22.8	3,580	0.2	2,215,044
1978p	870,000	35.8	602,000	24.8	94,000	3.9	288,000	11.9	568,000	23.4	5,000	0.2	2,427,000
1979p	**927,000**	**36.6**	**614,000**	**24.2**	**100,000**	**3.9**	**302,000**	**11.9**	**588,000**	**23.2**	**5,000**	**0.2**	**2,536,000**

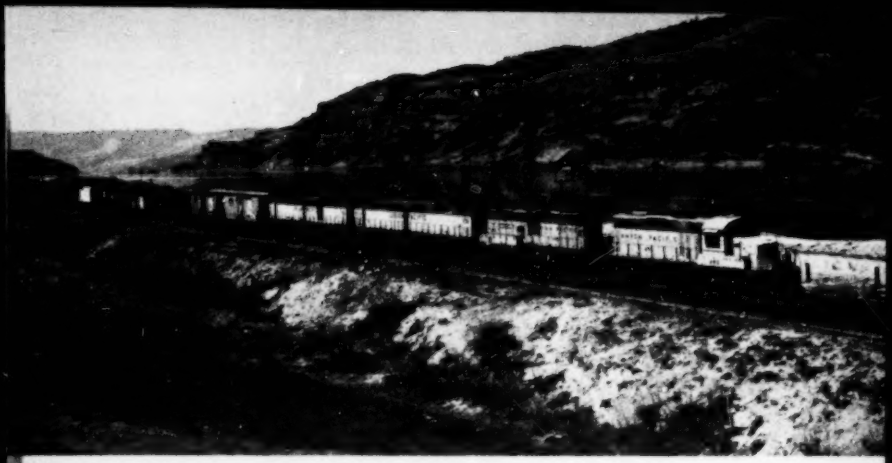
Millions of **Revenue Passenger-Miles** and Percentage of Total (Except Private)

Year	Rail-roads[a]	%	Buses	%	Air carriers	%	Inland water-ways	%	Total (except private)	Private auto-mobiles	Private air-planes	Total (including private)
1929	33,965	77.1	6,800	15.4	—	—	3,300	7.5	44,065	175,000	—	219,065
1939	23,669	67.7	9,100	26.0	683	2.0	1,486	4.3	34,938	275,000	—	309,938
1944	97,705	75.7	26,920	20.9	2,177	1.7	2,187	1.7	128,989	181,000	1	309,990
1950	32,481	47.2	26,436	38.4	8,773	12.7	1,190	1.7	68,880	438,293	1,299	508,472
1960	21,574	28.6	19,327	25.7	31,730	42.1	2,688	3.6	75,319	706,079	2,228	783,626
1970	10,903	5.7	25,300	14.3	109,499	77.7	4,000	2.3	149,702	1,026,000	9,101	1,184,803
1974	10,475	5.9	26,700	15.1	135,469	76.7	4,000	2.3	176,644	1,143,440	11,000	1,331,044
1978p	10,500	4.6	25,400	11.1	189,100	82.6	4,000	1.7	229,000	1,316,900	12,700	1,558,600
1979p	**11,600**	**4.6**	**26,600**	**10.5**	**210,300**	**83.3**	**4,000**	**1.6**	**252,500**	**1,289,200**	**13,300**	**1,555,000**

a—Railroads of all classes, including electric railways, Amtrak and Auto-Train. (See page 29 for ton-miles of Class I Railroads only)

p—These are preliminary estimates and are subject to frequent subsequent adjustments.

NOTE: Air carrier data from reports of CAB and TAA; Great Lakes and rivers and canals from Corps of Engineers and TAA; some figures for 1978 and 1979 are partially estimated by AAR and TAA.



FREIGHT TRAIN MILES

Freight train-miles of all Class I railroads in 1979 totaled 447 million, an average of 6.4 train-miles per day for each of 190,500 miles of road operated in freight service.

(Train-miles in thousands)

	United States	Eastern District	Southern District	Western District
1929	613,444	252,489	99,615	261,340
1939	451,991	171,978	77,276	202,736
1944	698,761	261,450	120,263	317,048
1947	616,071	228,424	104,839	282,808
1951	528,573	194,339	86,503	247,731
1955	476,444	177,428	70,064	228,951
1965	420,962	142,714	65,652	212,595
1966	437,491	141,828	68,412	227,250
1967	420,365	134,916	67,798	217,651
1968	429,276	134,665	69,448	225,162
1969	433,371	132,691	71,576	229,104
1970	427,065	131,134	74,962	220,969
1971	429,530	128,392	76,892	224,246
1972	451,032	129,601	81,098	240,333
1973	468,992	132,542	82,679	253,770
1974	469,268	128,071	84,023	257,175
1975	402,557	111,626	72,229	218,702
1976	424,571	112,050	79,369	233,152
1977	427,686	104,968	82,150	240,568
1978	432,944	96,585	84,651	251,707
1979*	**447,164**	**103,179**	**87,993**	**255,992**

* Includes estimate for Rock Island Railroad.

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FREIGHT CAR MILES

Of the 29.7 billion freight car-miles on Class I railroads in 1979, 57.9 percent were made by loaded cars. (A car-mile is the movement of a car one mile.)

(Car-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	29,142	13,355	3,924	11,863
1939	21,782	9,608	2,981	9,193
1944	36,620	15,397	5,049	16,174
1947	32,201	13,221	4,441	14,539
1951	31,216	12,074	4,462	14,680
1955	31,198	11,699	4,462	15,037
1965	29,336	10,291	4,667	14,378
1966	30,374	10,295	4,950	15,129
1967	29,661	10,104	4,925	14,632
1968	30,082	10,004	4,892	15,187
1969	30,349	9,790	5,125	15,433
1970	29,890	9,505	5,143	15,242
1971	29,181	8,730	5,284	15,166
1972	30,309	8,786	5,623	15,900
1973	31,248	8,796	5,692	16,760
1974	30,719	8,725	5,620	16,374
1975	27,656	7,810	5,023	14,823
1976	28,530	7,678	5,255	15,597
1977	28,749	7,302	5,371	16,075
1978	28,988	6,707	5,405	16,876
1979*	**29,674**	**6,983**	**5,439**	**17,252**

* Includes estimate for Rock Island Railroad.

BEST AVAILABLE COPY

CARS PER AVERAGE FREIGHT TRAIN

The average freight train in 1979 consisted of 66.4 cars, 3.6 cars less than the average of a decade ago. However, the average tonnage carried has increased by 15.3 percent over the same period as the result of larger cars. (See page 41.)

The number of cars in the average train is computed by dividing freight car-miles by freight train-miles.

	United States	Eastern District	Southern District	Western District
1929	47.6	52.9	39.5	45.5
1939	48.1	55.8	38.6	45.3
1944	52.3	58.8	42.0	50.9
1947	52.2	57.8	42.4	51.3
1951	59.0	62.1	51.6	59.1
1955	65.5	66.1	63.6	65.6
1965	69.6	72.1	70.9	67.6
1966	69.3	72.6	72.1	66.5
1967	70.5	74.9	72.5	67.2
1968	70.1	74.3	70.3	67.4
1969	70.0	73.8	71.5	67.4
1970	70.0	72.5	68.6	69.0
1971	67.9	68.0	68.7	67.6
1972	67.1	67.6	69.3	66.1
1973	66.6	66.4	68.8	66.0
1974	65.5	68.1	66.9	63.7
1975	68.6	69.8	69.4	67.7
1976	67.1	68.5	66.0	66.8
1977	67.2	69.6	65.4	66.8
1978	67.0	69.4	63.8	67.0
1979*	**66.4**	**67.7**	**61.8**	**67.4**

* Includes estimate for Rock Island Railroad.

BEST AVAILABLE COPY

AVERAGE FREIGHT CARLOAD—TONS

The average weight of a carload of freight was 64.0 tons in 1979, a new record and 3.6 percent over 1978. A long-range trend toward heavier loading has resulted principally from the continuing installation of higher-capacity cars and the retirement of smaller cars.

Net ton-miles per loaded car-mile, a measure of average load based on operating statistics, averaged 57.9 tons in 1979. This difference of 6.1 tons under the average per carload of freight originated, as shown below, is due chiefly to longer-than-average hauls of lighter-than-average loads.

	United States	Eastern District	Southern District	Western District
1929	35.4	38.1	32.6	33.0
1939	36.8	39.5	34.8	33.8
1944	40.3	43.4	37.5	37.5
1947	41.0	43.6	38.8	38.6
1951	42.0	43.8	40.8	40.3
1955	42.4	43.6	42.9	40.9
1965	48.9	48.3	52.3	47.7
1966	50.1	49.1	53.8	49.2
1967	51.1	50.4	55.5	49.4
1968	51.8	51.2	55.7	50.2
1969	53.1	52.1	56.6	52.2
1970	54.9	53.9	58.4	54.1
1971	55.2	53.4	58.9	54.7
1972	56.3	54.6	59.3	56.0
1973	56.7	54.6	59.5	57.0
1974	58.4	56.2	61.2	58.6
1975	60.8	58.2	63.4	61.6
1976	61.0	57.8	63.7	62.0
1977	61.1	57.2	64.6	62.0
1978	61.8	56.9	64.6	63.5
1979	**64.0**	**60.0**	**66.4**	**65.5**

AVERAGE FREIGHT TRAIN LOAD

The average freight train in 1979 carried 2,080 tons of freight, a new record. The average tons shown below, computed from operating statistics, represent net ton-miles per freight train-mile.

	United States	Eastern District	Southern District	Western District
1929	804	981	622	702
1939	806	1,043	613	679
1944	1,124	1,326	878	1,050
1947	1,131	1,353	910	1,033
1951	1,283	1,466	1,108	1,201
1955	1,359	1,488	1,342	1,264
1965	1,685	1,821	1,812	1,555
1966	1,715	1,878	1,873	1,567
1967	1,740	1,939	1,905	1,566
1968	1,768	1,972	1,874	1,614
1969	1,804	1,994	1,951	1,649
1970	1,820	1,981	1,881	1,703
1971	1,751	1,797	1,829	1,697
1972	1,774	1,823	1,867	1,716
1973	1,844	1,892	1,955	1,784
1974	1,875	1,892	1,954	1,790
1975	1,938	2,011	1,994	1,883
1976	1,954	2,013	1,963	1,922
1977	2,029	2,097	2,033	1,998
1978	2,029	2,068	2,009	2,020
1979*	**2,080**	**2,095**	**1,940**	**2,124**

* Excludes Rock Island Railroad.

BEST AVAILABLE COPY

NET TON MILES PER TRAIN HOUR

Net ton-miles per train-hour, a statistic reflecting both the number of tons hauled and miles travelled during an average hour of a freight train's operation, averaged 35,960 in 1979. The decline in the average from previous years is due to an ICC definitional change requiring inclusion of terminal delay time in counting train hours.

Gross ton-miles per freight train-hour, including ton-miles of cars and their contents, but not including ton-miles of locomotives, averaged 79,835 in 1979.

	United States	Eastern District	Southern District	Western District
1929	10,580	12,245	8,596	9,568
1939	13,450	15,924	10,625	12,108
1944	17,623	18,971	14,620	17,470
1947	18,126	19,445	15,274	17,942
1951	21,760	22,757	18,786	21,956
1955	25,314	25,291	23,510	25,985
1965	33,815	32,235	31,367	36,228
1966	34,750	32,924	32,709	37,125
1967	35,395	33,849	33,636	37,452
1968	36,091	34,303	32,793	38,990
1969	36,257	34,483	33,707	38,734
1970	36,578	35,082	32,593	39,564
1971	35,722	33,704	31,758	38,930
1972	35,436	31,763	30,745	40,382
1973	36,535	32,849	34,875	41,872
1974	37,258	33,340	35,334	40,706
1975	38,778	33,331	36,210	43,764
1976	39,274	32,373	35,528	45,879
1977	40,077	32,108	36,487	47,040
1978	39,305	30,534	35,789	46,003
1979*	**35,960**	**24,573**	**34,714**	**44,988**

* Excludes Rock Island Railroad.

AVERAGE DAILY CAR MILEAGE

Average daily freight car mileage in 1979 amounted to a record 59.2 miles per serviceable car on line, the same as in 1978.

Movement of 59.2 miles at an average freight train speed of 17.4 miles-per-hour, including stops, would consume 3 hours, 24 minutes, indicating that the average serviceable car in 1979 spent about 14 percent of its time in road trains, loaded or empty. The remainder of freight car time is consumed mainly in loading and unloading at shippers' plants, moving from place to place or standing idle within terminals, being classified and assembled into trains or standing idle during seasonal lulls in car demand.

	United States	Eastern District	Southern District	Western District
1929	34.4	31.6	37.2	37.2
1939	36.4	32.8	42.2	39.2
1944	51.9	44.8	54.7	59.9
1947	48.8	40.9	51.7	58.1
1951	47.2	38.3	49.9	57.2
1955	48.2	39.3	48.4	58.4
1965	51.7	42.7	47.1	63.2
1966	53.0	42.8	49.5	64.9
1967	51.5	42.2	48.1	62.5
1968	53.5	41.6	52.2	66.6
1969	54.9	41.6	54.5	69.2
1970	54.6	41.2	51.2	70.4
1971	53.3	39.7	49.2	68.8
1972	56.1	41.3	52.1	72.2
1973	57.7	41.9	53.4	74.6
1974	57.4	41.9	54.2	73.4
1975	53.5	40.2	49.6	66.9
1976	56.6	41.1	51.9	72.3
1977	58.0	40.5	52.6	75.5
1978	59.2	39.2	54.3	77.2
1979	**59.2**	**41.5**	**53.8**	**74.4**

TON MILES PER FREIGHT CAR DAY

The average serviceable freight car on the lines of Class I railroads in 1979 performed transportation service equivalent to moving one ton of freight a distance of 1,869 miles each day, a new record, and 4.1 percent higher than the previous high of a year earlier. The average for 1979 exceeds the average of 10 years ago by 31 percent.

The average ton-miles per car-day is the quotient of annual net ton-miles and average serviceable cars on line divided by the number of days in the year.

	United States	Eastern District	Southern District	Western District
1929	582	586	586	574
1939	610	613	671	588
1944	1,113	1,010	1,146	1,235
1947	1,057	956	1,111	1,170
1951	1,028	905	1,071	1,163
1955	1,000	885	1,022	1,125
1965	1,250	1,079	1,206	1,453
1966	1,310	1,108	1,286	1,529
1967	1,271	1,094	1,264	1,455
1968	1,360	1,110	1,462	1,598
1969	1,426	1,124	1,555	1,694
1970	1,418	1,128	1,403	1,735
1971	1,373	1,051	1,310	1,726
1972	1,482	1,117	1,407	1,878
1973	1,621	1,193	1,522	2,070
1974	1,646	1,226	1,589	2,064
1975	1,510	1,155	1,427	1,860
1976	1,648	1,207	1,543	2,080
1977	1,753	1,221	1,639	2,258
1978	1,795	1,166	1,710	2,326
1979*	**1,869**	**1,284**	**1,690**	**2,396**

* Excludes Rock Island Railroad.

REVENUE TON MILES PER CAR LOADED

As reflected below, average ton-miles per loaded car have more than quadrupled in the last 49 years, rising from 8,468 in 1929 to 38,267 in 1979. In the past decade alone, the average has risen by 41 percent. This significant efficiency improvement is due to the installation of larger, specialized freight cars, the retirement of smaller cars and a longer average haul.

	United States	Eastern District	Southern District	Western District
1929	8,468	8,925	7,352	8,288
1939	9,833	10,430	8,468	9,610
1944	16,984	16,053	15,510	18,707
1947	14,712	14,054	12,773	16,351
1951	15,966	14,871	13,661	18,284
1955	16,570	15,549	14,299	18,678
1965	23,861	21,996	20,149	27,596
1966	24,926	22,648	21,408	28,857
1967	25,620	23,503	21,597	29,839
1968	26,335	23,947	21,004	31,606
1969	27,192	24,340	22,541	32,391
1970	28,159	25,267	23,050	33,622
1971	29,279	24,966	23,364	36,530
1972	29,755	25,694	23,312	36,908
1973	31,158	26,283	24,680	38,636
1974	32,500	28,011	25,623	40,279
1975	32,487	28,381	25,076	39,825
1976	33,852	28,252	26,001	42,725
1977	35,654	28,328	27,088	46,439
1978	36,741	27,489	27,526	48,518
1979	**38,267**	**28,946**	**27,380**	**51,155**

RAILROAD LINE OWNED

There were 190,555 miles of railroad lines in the United States on December 31, 1978. (Data for 1979 are not yet available). This represents the aggregate length of roadway of all line-haul railroads. It does not include the mileage of yard tracks or sidings, nor does it reflect the fact that a mile of railroad may include two or more parallel tracks. Jointly-used track is counted only once.

1929	249,433	1968	208,648
1939	235,064	1969	207,526
1944	227,335	1970	206,265
1947	225,806	1971	205,220
1951	223,427	1972	203,299
1955	220,670	1973	201,585
1963	214,387	1974	200,916
1964	212,603	1975	199,126
1965	211,925	1976	192,396
1966	211,107	1977	191,205
1967	209,826	**1978**	**190,555****

MILES OF TRACK

Total miles of railroad track in the United States, including multiple main tracks, yard tracks and sidings, owned by both line-haul and switching and terminal companies, came to about 309,700 in 1978, the latest year for which data are available.

1939	386,085	1968	339,781
1944	374,710	1969	338,795
1947	374,027	1970	336,332
1949	372,801	1971	334,932
1951	371,782	1972	331,129
1955	366,406	1973	328,625
1963	351,073	1974	327,285
1964	347,107	1975	324,156
1965	345,422	1976	312,770
1966	344,001	1977	310,800*
1967	341,499	**1978**	**309,700***

* Estimated by Economics & Finance Dept., AAR.

** Includes an estimated 7,500 miles of line for Class III railroads.

Note: The sharp decline in 1976 in both tables shown above is due primarily to restructuring of bankrupt carriers in the East.

RAILROAD MILEAGE BY STATES (1978)

Data showing total miles of line by states in 1979 are not yet available. However, mileage for 1979 is expected to change only slightly from figures for December 31, 1978, shown below. Miles operated jointly by two or more railroads and two or more parallel tracks are not duplicated in this listing. Mileage of yard tracks and sidings are excluded from these totals.

Alabama	4,214	Montana	4,659
Alaska	542	Nebraska	5,021
Arizona	1,847	Nevada	1,412
Arkansas	3,171	New Hampshire	570
California	6,693	New Jersey	1,250
Colorado	3,078	New Mexico	2,057
Connecticut	296	New York	4,032
Delaware	207	North Carolina	3,598
Dist. of Col.	27	North Dakota	5,041
Florida	3,740	Ohio	6,517
Georgia	5,141	Oklahoma	4,585
Hawaii	—	Oregon	2,755
Idaho	2,384	Pennsylvania	6,497
Illinois	11,198	Rhode Island	92
Indiana	5,458	South Carolina	2,797
Iowa	6,966	South Dakota	3,017
Kansas	7,405	Tennessee	3,059
Kentucky	3,582	Texas	12,924
Louisiana	3,359	Utah	1,654
Maine	1,690	Vermont	330
Maryland	826	Virginia	3,361
Massachusetts	857	Washington	4,681
Michigan	4,208	West Virginia	2,994
Minnesota	6,713	Wisconsin	5,515
Mississippi	3,226	Wyoming	1,760
Missouri	6,049	**Total U.S.**	**183,055**

Note: Above figures exclude mileage of Class III railroads and, therefore, the total will not agree with the figure shown on page 46.

Source: Economics and Finance Dept., AAR.

LOCOMOTIVES IN SERVICE

There were 28,402 locomotive units in service on Class I railroads at the close of 1979, an increase of 945 from a year earlier. Over 99 percent of the fleet were diesel-electric units. Of 12 steam locomotives remaining in operation, 10 were in narrow gauge operation on a western railroad. Locomotives owned and leased by Amtrak are included in the table below beginning in 1972—Auto-Train locomotives are included for the years 1972-1977.

The superiority of modern locomotive units over the older types replaced is illustrated by the fact that the railroads in 1979 handled more than double the revenue ton-miles that were handled in 1929 with less than one-half the number of locomotive units. The aggregate horsepower of the fleet has increased from 51.1 million in 1969 to about 62 million in 1979.

Dec. 31	Total	Diesel electric units	Steam	Electric units	Other
1929	57,571	22	56,936	601	12
1939	42,511	510	41,117	843	41
1944	43,612	3,049	39,681	863	19
1947	41,719	5,772	35,108	821	18
1951	40,036	17,493	21,747	780	16
1955	31,429	24,786	5,982	627	34
1965	27,816	27,389	29	362	36
1966	27,886	27,481	25	344	36
1967	27,687	27,309	21	321	36
1968	27,376	27,017	21	305	33
1969	27,033	26,714	21	276	22
1970	27,086	26,796	13	268	9
1971	27,189	26,897	13	250	29
1972	27,364	27,070	13	252	29
1973	27,800	27,550	12	238	—
1974	28,084	27,857	12	215	—
1975	28,210	27,985	12	213	—
1976	27,609	27,380	12	217	—
1977	27,667	27,450	12	205	—
1978	27,457	27,241	12	204	—
**1979p	**28,402**	**28,186**	**12**	**204**	—

p—Preliminary.

Note: Units not self-powered are omitted after 1972. (Formerly reported under "Other.")

Data for 1979 are based on reports of Car Service Division, AAR, and Amtrak.

FREIGHT CARS

There were 1,700,310 freight cars in railroad service at the close of 1979, 2.9 percent more than a year earlier. Also, the aggregate capacity of the fleet continued to grow. (See page 51).

The sharp decline in Class I ownership in the past two years, and the increase in the number of cars for other railroads, is due, in part, to reclassifications.

The "car companies" category, which showed a 9.6 percent gain in 1979, includes such railroad subsidiaries as the Trailer Train Company and refrigerator car companies.

Total freight train car ownership of the railroads includes about 13,000 cabooses not shown in the totals below.

Dec. 31	Total	Class I railroads	Other railroads	Car companies and shippers
1929	2,610,662	2,277,505	46,178	286,979
1939	1,961,705	1,650,031	30,488	281,186
1944	2,067,948	1,769,578	27,434	270,936
1947	2,025,008	1,734,239	25,519	265,250
1951	2,046,600	1,752,430	25,448	268,722
1955	1,996,443	1,698,814	24,933	272,696
1965	1,800,662	1,478,005	37,164	285,493
1966	1,826,499	1,488,115	35,626	302,758
1967	1,822,381	1,477,166	33,797	311,418
1968	1,800,375	1,453,883	30,688	315,804
1969	1,791,736	1,434,824	29,373	327,539
1970	1,784,181	1,423,921	29,787	330,473
1971	1,762,135	1,422,411	27,291	312,433
1972	1,716,937	1,410,568	22,749	283,620
1973	1,710,659	1,395,105	23,114	292,440
1974	1,720,573	1,375,265	25,977	319,331
1975	1,723,605	1,359,459	29,407	334,739
1976	1,699,027	1,331,705	34,452	332,870
1977	1,666,533	1,287,315	40,378	338,840
1978	1,652,774	1,226,500	68,881	357,393
1979	**1,700,310**	**1,217,079**	**91,427**	**391,804**

Source: Earlier data for car companies and shippers from American Railway Car Institute and Official Railway Equipment Register; beginning in 1971, all data from Car Service Division, AAR.

TYPES OF FREIGHT EQUIPMENT

Total freight cars in service at the end of 1979 are shown below, separated by types as classified by the AAR's Car Service Division.

Compared with 1978, all car types showed increases except refrigerators and the "other" category. The biggest gain was in the number of covered hopper cars, up 22,832 from a year earlier.

Type	Total	Class I railroads	Other railroads	Car companies and shippers
Box cars:				
Plain	274,002	210,426	44,544	19,032
Equipped ...	179,217	169,220	9,771	226
Covered hoppers	268,919	164,959	5,317	98,643
Flat cars	151,377	99,342	4,649	47,386
Refrigerator cars	81,266	64,924	3,392	12,950
Gondola cars ..	178,979	154,629	7,150	17,200
Hopper cars ...	356,504	325,479	13,267	17,758
Tank cars	178,069	2,310	89	175,670
Other freight cars	31,977	25,790	3,248	2,939
Total 1,700,310		**1,217,079**	**91,427**	**391,804**

Source: Car Service Division, AAR.

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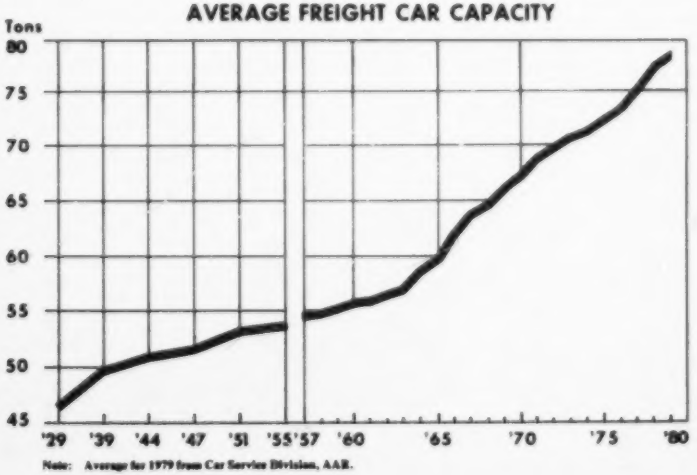
AVERAGE FREIGHT CAR CAPACITY

Annual gains in average carrying capacity of railroad freight cars, an unbroken trend since record-keeping began, have been especially pronounced in recent years. In 1979 the average advanced to about 78.8 tons at year-end. New cars installed in 1979 had an average capacity of 90 tons, compared with a 67-ton average for cars retired.

The aggregate capacity of the fleet was about 134 million tons at the end of the year, approximately four percent higher than 1978 and 13 percent higher than the capacity of a decade ago.

	Tons		Tons
1929	46.3	1969	65.8
1939	49.7	1970	67.1
1944	50.8	1971	68.4
1947	51.5	1972	69.6
1951	52.9	1973	70.5
1955	53.7	1974	71.6
1964	58.3	1975	72.9
1965	59.7	1976	73.8
1966	61.4	1977	75.5
1967	63.4	1978	77.8
1968	64.3	**1979**	**78.8**



Note: Average for 1979 from Car Service Division, AAR.

PASSENGER TRAIN CARS

There were 4,326 passenger-train cars in service at year-end 1978 including equipment owned by Amtrak. The sharp drop shown below for 1976 is attributable primarily to the return of leased cars by the Conrail predecessor roads to SEPTA and other commuter authorities that do not report to the Interstate Commerce Commission and to the scrapping of a number of old cars that were conveyed to Conrail. Ownership figures for 1979 are not yet available.

Dec. 31	United States	Pullman Company	Eastern District	Southern District**	Western District
		Amtrak*			
1929 ...	61,728	9,469	27,001	6,961	18,297
1939 ...	45,479	7,052	21,042	4,589	12,796
1944 ...	46,558	8,751	21,314	4,517	12,006
1947 ...	44,841	6,071	21,680	4,657	12,433
1951 ...	42,406	6,276	20,197	4,372	11,561
1955 ...	36,871	4,776	17,748	3,816	10,531
1965 ...	21,327	1,494	10,415	2,769	6,649
1966 ...	20,016	1,248	9,807	2,623	6,338
1967 ...	18,610	1,021	9,324	2,501	5,764
1968 ...	15,384	765	8,116	2,129	4,374
1969 ...	12,426	—	6,683	1,878	3,865
1970 ...	11,177	—	6,254	1,524	3,399
1971 ...	8,713	1,165	5,321	700	1,527
1972 ...	7,589	1,571	4,107	630	1,281
1973 ...	7,189	1,777	3,729	546	1,137
1974 ...	6,848	1,848	3,467	502	1,031
1975 ...	6,471	1,913	3,128	416	1,014
1976 ...	5,478	2,062	1,975	492	949
1977 ...	5,512	2,154	1,947	501	910
1978 ...	**4,326**	**2,084**	**1,059**	**300**	**883**

* Pullman Company cars from 1929 through 1968; Amtrak cars beginning in 1971.

** Includes Auto-Train for years 1972-1977.

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NEW AND REBUILT EQUIPMENT

A total of 1,931 new and rebuilt locomotives were installed in 1979, the highest number since the early 1950's when the industry switched to diesel power. Also, new freight car additions totaled 90,021, a 22-year high. Freight car orders totaled 120,256 in 1979. At the end of the year, there was a backlog of 119,371 cars on order.

In addition to equipment purchased, built or leased by Class I railroads, the table below includes freight cars acquired by other railroads and by so-called "private" owners. The private category includes shippers and car companies, some of the latter being railroad-owned.

Passenger-train cars and locomotives installed by Amtrak are included beginning in 1972—Auto-Train for years 1972-1977.

	Locomotive units		Freight cars		Passenger-train cars	
	New	Rebuilt	New*	Rebuilt*	New	Rebuilt
1953	2,141	26	80,887	1,392	329	21
1954	1,126	8	35,574	2,159	351	20
1955	1,097	22	37,314	5,416	412	10
1956	1,210	37	66,880	4,593	391	4
1957	1,015	10	99,502	2,589	232	3
1958	346	81	42,621	4,075	143	7
1959	855	88	37,720	8,204	66	—
1960	389	61	56,797	1,275	251	2
1961	288	2	31,501	2,521	214	6
1962	764	23	36,454	3,268	304	54
1963	834	2	44,804	3,295	156	230
1964	1,071	—	69,051	13,936	399	117
1965	1,387	16	77,707	11,825	666	81
1966	1,419	6	89,899	15,954	113	56
1967	1,109	—	82,828	17,086	146	22
1968	978	4	55,964	12,604	65	38
1969	1,158	83	68,717	6,944	240	25
1970	1,029	64	65,881	9,255	302	16
1971	1,179	97	55,046	5,587	281	—
1972	1,377	200	47,322	2,661	334	13
1973	1,210	174	58,634	536	83	9
1974	1,131	264	66,798	611	85	15
1975	802	38	72,039	1,953	265	7
1976	488	79	52,323	1,307	349	9
1977	820	172	51,639	2,178	153	5
1978	1,224	154	67,440	1,334	43	1
1979p	**1,613**	**318**	**90,021**	**882**	**n.a.**	**n.a.**

* All railroads and "private" car owners (see text).
n.a.—Not available
p—Preliminary.

Source: Freight car data from American Railway Car Institute and Car Service Division, AAR. Locomotive data for 1979 from Car Service Division and Amtrak.

NEW RAIL LAID

In 1978, the latest year for which the data are available, Class I railroads laid 838,714 tons of new rail in replacement and in additional tracks, the second highest year since 1955.

The aggregate tonnage laid in the past decade is in excess of 6.9 million.

(Tons of rail)

1929	2,281,316	1968	546,859
1939	991,896	1969	574,918
1944	1,772,810	1970	548,505
1947	1,639,746	1971	648,625
1951	1,281,850	1972	675,796
1955	963,350	1973	698,506
1963	370,418	1974	708,362
1964	383,311	1975	537,537
1965	445,863	1976	802,441
1966	605,338	1977	952,144
1967	470,659	**1978**	**838,714**

CROSSTIES LAID

A total of 27.2 million crossties were installed by Class I railroads in previously constructed tracks and in additional tracks, new lines and extensions in 1978, the third consecutive year in excess of 27 million. More than 20 million ties have been installed in eight of the last ten years shown below.

Less than one-half of one percent of the total installed in 1978 were other than wooden ties.

The heavy annual tie installations prior to 1950 reflect, in part, the use of a large number of untreated ties which have a much shorter life span than the treated ties installed in recent years.

(Thousands of ties)

1929	81,964	1968	19,006
1939	46,410	1969	20,088
1944	51,259	1970	19,611
1947	40,206	1971	22,777
1951	32,45.	1972	22,251
1955	27,173	1973	19,893
1963	15,120	1974	21,175
1964	16,546	1975	20,548
1965	16,982	1976	27,002
1966	17,699	1977	27,270
1967	17,458	**1978**	**27,228**

RAILROAD INVESTMENT—NET

In 1978, the ICC redefined net investment to include average net investment in road and equipment, less interest during construction and debits in other elements of investment, plus working capital computed from the formula used in determining rail freight service costs (Rail Form A).

Unde: the old method shown below for prior years, the total investment figure included investment after depreciation and amortization, plus cash and materials and supplies.

Leases capitalized under F.A.S.B. No. 13 are included beginning in 1977.

The decline in 1976 was attributable principally to reclassifications and to investment reductions resulting from the restructuring of eastern bankrupt roads. The precise amount of current railroad investment in these properties may increase as the result of pending litigation.

(Amounts shown in thousands)

Dec. 31	United States	Eastern District	Southern District	Western District
1929 ...	$23,868,075	$10,633,632	$3,190,306	$10,044,136
1939 ...	23,016,835	10,520,217	2,910,018	9,586,600
1944 ...	23,396,922	10,332,156	3,074,808	9,989,958
1947 ...	22,891,188	10,191,186	2,993,770	9,706,232
1951 ...	25,518,512	11,196,268	3,404,261	10,917,983
1955 ...	26,851,343	11,474,847	3,634,361	11,742,136
1965 ...	26,318,532	10,700,662	4,017,845	11,600,025
1966 ...	27,322,220	10,977,848	4,207,863	12,136,510
1967 ...	27,732,601	11,028,352	4,307,416	12,396,833
1968 ...	27,667,726	10,861,637	4,360,205	12,445,884
1969 ...	27,891,688	10,896,116	4,525,411	12,470,161
1970 ...	28,186,077	10,855,043	4,705,326	12,625,707
1971 ...	28,096,047	10,636,936	4,859,179	12,599,932
1972 ...	27,735,595	10,435,001	4,865,803	12,434,790
1973 ...	27,979,177	10,286,938	5,020,501	12,671,738
1974 ...	28,854,835	10,225,236	5,356,525	13,273,074
1975 ...	29,739,673	10,403,250	5,523,517	13,812,906
1976 ...	26,925,751	7,144,181	5,612,812	14,168,758
1977 ...	28,222,310	7,570,352	5,898,607	14,753,351
1978 ...	28,793,794	7,483,206	5,935,720	15,374,868
1979 Est.	**29,692,000**	**7,589,000**	**6,185,000**	**15,918,000**

NOTE: Estimated data for 1979 are based on information submitted by the railroads in Ex Parte 375 (general rate increase proceeding).

CAPITAL EXPENDITURES

Record capital expenditures by Class I railroads in 1979 totaled $3.3 billion, 21.4 percent higher than the previous high set in 1978. In every year since 1962, capital outlays have exceeded internally-generated funds as shown on page 21.

In addition to the amounts reported as invested by the Class I railroads, about $2.4 billion were spent for railroad equipment by leasing companies and by "private" companies, including railroad subsidiaries classed as private car lines. Also not included below are capital expenditures of $257 million by Amtrak.

(Amounts shown in thousands)

	Total	Equipment	Roadway and structures
1953	$1,259,797	$ 857,893	$401,904
1954	820,246	498,726	321,520
1955	909,521	568,202	341,319
1956	1,227,857	821,357	406,500
1957	1,394,705	1,007,749	386,956
1958	738,036	479,680	258,356
1959	818,002	567,546	250,456
1960	919,154	633,490	285,664
1961	646,425	427,130	219,295
1962	832,938	593,369	239,569
1963	1,043,788	784,874	258,914
1964	1,417,263	1,139,683	277,580
1965	1,630,687	1,303,602	327,084
1966	1,952,805	1,554,223	398,581
1967	1,522,478	1,148,381	374,097
1968	1,186,979	818,720	368,259
1969	1,509,394	1,088,712	420,681
1970	1,351,439	993,095	358,344
1971	1,177,627	863,517	314,110
1972	1,215,581	847,623	367,958
1973	1,342,138	892,690	449,448
1974	1,565,412	1,038,142	527,270
1975	1,789,725	1,303,308	486,417
1976	1,724,708	1,174,783	549,925
1977	2,290,439	1,539,549	750,890
1978	2,738,238	1,882,961	855,277
1979	**3,324,840**	**2,285,374**	**1,039,466**

EMPLOYMENT, PAYROLL AND EARNINGS

The average number of employees on all Class I railroads in 1979 increased slightly over 1978, mainly reflecting recovery from the coal strike and an extended railroad strike involving the Norfolk & Western, both of which depressed 1978 levels.

Amtrak employment began to level off in 1978, after the addition of many former Conrail employees in the last two years

Excluding Amtrak and Auto-Train, employment has declined 16.5 percent over the past decade while earnings per employee increased by 144 percent resulting in a 103 percent increase in annual payrolls.

	Number of employees		Compensation[2]	Earnings per employee[2]	
	[1]	[2]	(thousands)	Per year	Per hour
1929		1,660,850	$2,896,566	$ 1,743	$ .67
1939		987,943	1,863,503	1,886	.75
1944		1,413,672	3,853,345	2,726	.96
1947		1,351,961	4,350,229	3,218	1.20
1951		1,276,000	5,336,198	4,182	1.79
1955		1,058,216	4,993,662	4,719	1.99
1964		665,034	4,697,884	7,064	2.90
1965		639,961	4,793,066	7,490	3.06
1966		630,895	4,879,273	7,734	3.17
1967		610,191	4,933,663	8,085	3.36
1968		590,536	5,110,636	8,654	3.54
1969		578,277	5,362,754	9,274	3.79
1970*		566,282	5,711,280	10,086	4.14
1971*	544,497	544,333	5,999,968	11,023	4.60
1972	527,235	526,061	6,424,920	12,213	5.03
1973	524,422	520,153	7,088,383	13,627	5.54
1974	533,277	525,177	7,475,834	14,235	5.84
1975	494,348	487,789	7,474,750	15,324	6.39
1976*	496,491	482,882	8,278,413	17,144	7.09
1977	501,389	482,731	8,939,411	18,518	7.66
1978*	491,254	471,519	9,700,565	20,573	8.43
1979p	**502,975**	**482,962**	**10,907,500**	**22,585**	**9.25**

* Adjusted to include retroactive wage increases.
[1] Includes employees of Amtrak beginning in 1971; Auto-Train for years 1972-1977.
[2] Excludes Amtrak and Auto-Train.
p—Preliminary figures.

EMPLOYMENT AND ANNUAL WAGES by Classes—1979*

Wages of train and engine service employees accounted for 36 cents of the average wage dollar paid in 1979 by Class I railroads, excluding Amtrak. Wages of maintenance workers also took 36 cents, office and general personnel got 17 cents, off-train transportation employees received 6 cents, while salaries of executives, officials and staff assistants amounted to 5 cents of the payroll dollar.

Employee group	Average number of employees	Total payroll (thousands)	Average annual earnings
Executive, officials and staff	17,295	$ 554,166	$32,042
Professional, clerical and general	95,606	1,897,836	19,851
Maintenance of way and structures	89,152	1,730,585	19,412
Maintenance of equipment and stores	106,716	2,169,144	20,326
Transportation, other than train, engine and yard	22,009	473,617	21,519
Yardmasters, switchtenders and hostlers	8,567	203,442	23,747
Train and engine service	143,617	3,875,098	26,982
Total	482,962	10,903,888	22,577

* Preliminary figures.

RAILROAD EMPLOYMENT BY STATES—1978

The following tabulation of railroad employment by states for 1978 covers not only the 471,519 employees of Class I line-haul railroads but also the 54,700 employees of Class II roads and the switching and terminal companies. The 19,735 employees of Amtrak and Auto-Train employees also are included. Employees of Class III railroads are not included.

Total employment figures for 1979 are not yet available.

The total 1979 railroad payroll in each state may be approximated by multiplying the number of employees for 1978 by $22,585, the average annual earnings of railroad employees in the United States in 1979.

Alabama	7,440	Montana	7,140
Alaska	664	Nebraska	16,378
Arizona	3,368	Nevada	1,602
Arkansas	6,943	New Hampshire	372
California	31,655	New Jersey	7,903
Colorado	6,952	New Mexico	3,013
Connecticut	3,399	New York	26,724
Delaware	1,826	North Carolina	6,891
Dist. of Col.	2,458	North Dakota	3,277
Florida	10,578	Ohio	29,990
Georgia	13,616	Oklahoma	4,206
Hawaii	1	Oregon	7,095
Idaho	3,422	Pennsylvania	42,314
Illinois	46,898	Rhode Island	696
Indiana	14,959	South Carolina	3,954
Iowa	9,292	South Dakota	1,227
Kansas	14,609	Tennessee	10,514
Kentucky	16,529	Texas	29,852
Louisiana	7,730	Utah	4,622
Maine	2,139	Vermont	342
Maryland	9,410	Virginia	14,007
Massachusetts	5,010	Washington	10,151
Michigan	15,852	West Virginia	8,739
Minnesota	14,591	Wisconsin	10,532
Mississippi	4,131	Wyoming	4,177
Missouri	17,029	**Total**	**526,219**

INDEXES OF CHARGE-OUT PRICES AND WAGE RATES

The average cost of materials used in 1979 increased by 24.3 percent over 1978. Wage rates, including supplements, increased by 9.5 percent and the combined material and wage index was up 13.6 percent.

Fuel prices alone rose by 49 percent in 1979 and have increased sixfold since 1967.

Year	Charge-out prices[a] (Average 1967=100)					Material prices and wage rates combined	
	Fuel (coal and oil)	Other materials and supplies	All materials (including fuel)	Wage rates[b] (all employees)			
	1	2	3	4[c]	5[d]	6[c]	7[d]
1956 ..	100.9	84.6	88.3	64.4	58.5	69.0	63.4
1957 ..	109.0	89.2	93.9	69.2	63.4	73.9	68.5
1958 ..	100.7	90.7	93.0	74.6	68.6	78.0	72.6
1959 ..	103.0	92.6	95.1	77.5	71.7	80.7	75.5
1960 ..	98.4	94.1	95.1	79.5	74.3	82.2	77.6
1961 ..	100.4	94.2	95.6	81.4	77.1	83.9	80.0
1962 ..	99.6	93.6	94.9	83.3	79.4	85.4	81.9
1963 ..	99.1	93.4	94.6	84.2	80.2	86.1	82.6
1964 ..	93.3	94.2	94.0	86.3	82.8	87.7	84.6
1965 ..	95.6	94.9	95.0	90.9	88.9	91.6	89.9
1966 ..	97.2	96.5	96.6	93.9	92.9	94.3	93.5
1967 ..	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1968 ..	103.5	102.6	102.7	105.1	106.3	104.7	105.7
1969 ..	106.7	105.5	105.8	112.2	113.6	110.9	112.3
1970* .	110.5	109.4	109.7	122.7	125.6	120.2	123.0
1971* .	114.6	113.5	113.7	136.8	139.4	131.2	133.7
1972 ..	117.1	118.7	118.1	149.5	153.4	141.8	145.6
1973 ..	136.5	122.9	126.7	164.4	173.9	155.2	163.5
1974 ..	272.0	142.1	178.9	173.4	189.1	174.7	186.8
1975* .	321.9	190.2	227.2	190.8	207.1	202.2	212.6
1976 ..	350.1	203.2	244.5	210.7	232.0	221.3	235.4
1977 ..	389.6	217.2	265.3	227.3	251.6	239.2	255.4
1978* .	406.9	230.6	279.9	250.0	276.5	259.4	277.4
1979 ..	**606.4**	**252.5**	**347.8**	**275.1**	**302.8**	**297.9**	**315.2**

a—Reflects original purchase price of materials consumed.
b—Reflects average rate of straight-time hourly pay.
c—Excludes wage supplements.
d—Includes wage supplements (payroll taxes, health and welfare, and other allowances).
* Wage indices for 1970, 1971, 1975 and 1978 include retroactive wage increases paid in 1971, 1972, 1976 and 1979 respectively.

DIESEL FUEL CONSUMPTION AND COST

Reflecting the sharp increase in freight ton-miles (page 29), Class I railroads consumed an estimated 4.3 billion gallons of fuel in 1979, 8.4 percent higher than in 1978. As shown below, consumption was up in all regions, with the West recording the greatest increase, due, in part, to heavy coal traffic.

In terms of fuel economy, both industry and independent studies indicate that railroads are 3 to 4 times more energy efficient than regulated common carrier trucks.

The average cost per gallon was 54 cents in 1979, up 46.5 percent over 1978. By the end of the year, inflation had pushed the average price to 76 cents, a 100 percent increase over the level of January 1, 1979. Unprecedented increases continued to persist in 1980 and by early April the cost per gallon had risen to 84 cents.

(Gallons consumed shown in thousands)

	FUEL CONSUMED				Average cost per gallon (cents)
	United States	Eastern District	Southern District	Western District	
1953 ...	2,980,007	1,034,582	481,205	1,464,221	9.69
1957 ...	3,535,849	1,260,582	549,518	1,725,749	10.25
1961 ...	3,382,016	1,158,466	537,814	1,685,734	9.27
1964 ...	3,630,332	1,207,586	595,363	1,827,383	8.84
1965 ...	3,742,370	1,265,915	607,622	1,868,833	9.10
1966 ...	3,925,431	1,315,696	635,903	1,973,832	9.19
1967 ...	3,888,821	1,295,801	640,476	1,952,544	9.61
1968 ...	3,922,492	1,290,356	650,144	1,981,991	9.94
1969 ...	3,924,055	1,225,742	663,793	2,034,519	10.17
1970 ...	3,807,663	1,130,924	674,017	2,002,724	10.73
1971 ...	3,822,907	1,231,596	666,713	1,924,599	10.88
1972 ...	3,996,985	1,197,874	688,271	2,110,840	10.97
1973 ...	4,160,730	1,192,481	727,088	2,241,161	13.49
1974 ...	4,175,375	1,187,551	775,771	2,212,053	26.59
1975 ...	3,736,484	1,060,814	657,305	2,018,365	30.00
1976 ...	3,895,542	1,071,391	690,561	2,133,591	32.38
1977 ...	3,985,069	1,037,533	727,841	2,219,696	36.38
1978 ...	3,968,007	976,233	722,816	2,268,958	36.86
1979e ..	**4,300,000**	**1,030,000**	**770,000**	**2,500,000**	**54.00**

e—Estimated.

STATISTICS OF NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Item	1979	1978
PLANT AND EQUIPMENT:		
Net investment*	$1,593,854,000	$1,231,560,000
Passenger-train cars	2,139	2,084
Locomotive units	453	440
Capital expenditures*	$ 257,256,256	$ 238,646,305
TRAFFIC:		
Passenger revenue*	$ 320,956,185	$ 252,338,056
Revenue passengers carried	21,491,578	19,172,944
Revenue passenger-miles (000)	4,867,240	4,153,711
Averages		
Revenue per passenger	$14.93	$13.16
Revenue per passenger mile	6.594¢	6.075¢
Trip per passenger (miles)	226.47	216.64
OPERATIONS:		
Passenger-train miles	31,379,485	32,451,241
Passenger-train car-miles	255,129,000	255,214,000
FINANCIAL RESULTS*		
Operating revenues	$ 398,419,000	$ 321,187,000
Operating expenses	993,519,000	863,486,000
Net railway operating income	(595,106,000)	(542,325,000)
Ordinary income**	(20,911,000)	(22,968,000)
Net working capital	6,980,000	(41,699,000)

(Parentheses indicate deficit.)

* Not included with similar data for Class I railroads.

** Ordinary income in both years reflects the inclusion of Federal grants in other income.

INDEX

	Page
Additions and betterments	56
Air carrier traffic	36
Average haul	35
Average trip per passenger	35
Amtrak statistics	62
Automobile passenger-miles	36
Buses, passenger-miles	36
Capacity, freight car	51
Capital expenditures	56
Carloadings	25-27
Car mileage, freight-train	38
Car-miles per freight-car day	43
Cars, freight, in service	49-50
Cars, freight, per train	39
Cars installed	53
Cars, passenger-train, in service	52
Condensed income account	10
Crossties laid	54
Diesel fuel, consumption, cost	61
Distribution of railroad revenues	11
Distribution of traffic	36
Dividends	9
Earnings	19-22
Employees	
Number of employees, by classes	58
Number of employees, by states	59
Number of employees, by years	57
Payroll	57
Wages, annual	57
Wages, by classes of employees	58
Wages, hourly	57
Equipment obligations	24
Equipment rentals	10
Expenses	15-16
Fares	35
Fixed charges	10
Freight-car capacity	51
Freight cars in service	49-50
Freight cars, installed	53
Freight revenues	13
Freight traffic distribution	36
Freight-train car mileage	38
Freight-train length	39
Freight-train load	41
Freight-train mileage	37
Haul per passenger	35
Haul per ton	35
Hourly wages	57

Income account 10
Income, net (ordinary) 22
Income, net railway operating 19
Income, other 10
Index of prices and wages 60
Installation of equipment 53
Intercity traffic 36
Investment, property 55

Joint facility rentals 10
Journey per passenger, average 35

Load per car 40
Load per train 41
Loadings, freight car 25-27
Locomotives in service 48
Locomotives installed 53

Maintenance expenses 16
Material price index 60
Materials and supplies, expense 11
Mileage 46
Mileage by states 47
Mileage, freight-train 37
Mileage, freight-train car 38
Miles per freight car per day 43
Motor carriers
  Passenger-miles 36
  Ton-miles 36

Net income (ordinary) 22
Net Investment 55
Net railway operating income 19
Net ton-miles
  Per car-day 44
  Per loaded car-mile 40
  Per train-hour 42
  Per train-mile 41
Net working capital 23

Operating expenses 15-16
Operating revenues 12
Originated tonnage 28

Passenger cars 52
Passenger-miles 31-32
Passenger-mile revenue 34
Passenger revenue 14
Passenger traffic distribution 36
Passenger-train cars in service 52
Passenger-train cars installed 53
Passengers carried 30
Payroll, total 57
Piggyback loadings 27
Pipeline ton-miles 36

Price index 60
Property investment 55

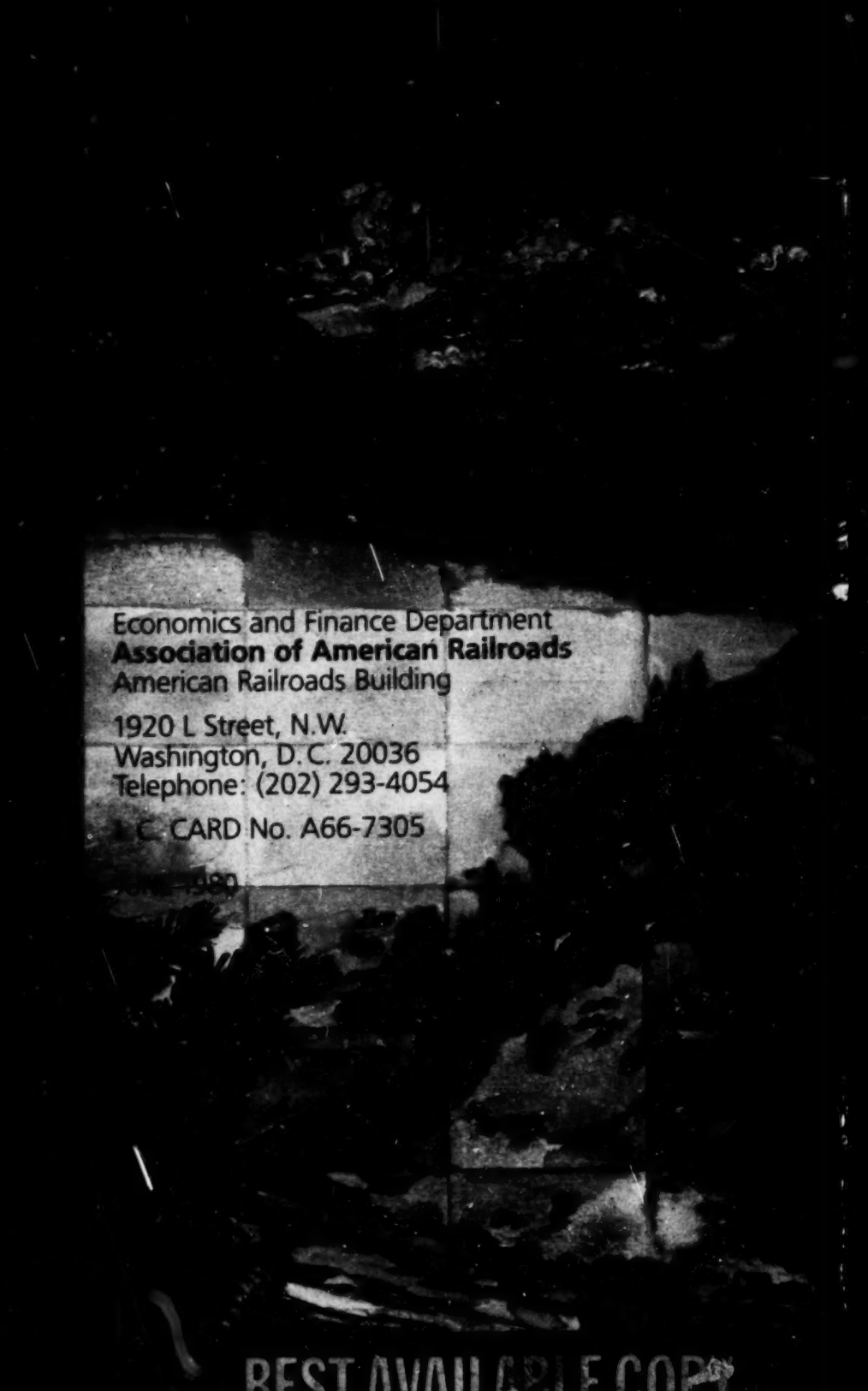
Rail laid 54
Rate of return 20
Rentals, equipment and joint facilities 10
Retained funds and capital expenditures 21
Return, rate of 20
Revenue carloadings 25-26
Revenue passenger-miles 31-32
Revenue passengers 30
Revenue ton-miles 29
Revenue ton-miles per car loaded 45
Revenue tons originated 28
Revenue per passenger 35
Revenue per passenger-mile 34
Revenue per ton 35
Revenue per ton-mile 33
Revenues, freight 13
Revenues, operating 12
Revenues, passenger 14
Review and outlook 3

States
- Railroad employment 59
- Railroad mileage 47
- Taxes 18

Statistical highlights 9

Taxes 17-18
Ties laid 54
TOFC loadings 27
Ton-mile revenue 33
Ton-mileage 29, 36
Tons per car 40
Tonnage originated 28
Ton-miles per car-day 44
Ton-miles per train-hour 42
Tons per train 41
Traffic distribution—freight, passenger 36
Trailer-on-flatcar loadings 27
Train, freight cars per 39
Train, load, freight 41
Train mileage, freight 37
Transportation expenses 16
Trip per passenger, average 35

Wages, annual per employee 57
Wages, hourly 57
Wages by classes of employees 58
Wages, total 57
Water carrier traffic 36
Working capital 23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